

The China Mail.



Royal Appointment
**THE BEST
DISINFECTANT.**

October 28, 1919. Temperature 72°

PRICE \$3.00 Per Month

BUSINESS NOTICES

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS.

BANQUE INDUSTRIELLE DE CHINE,
(HONGKONG BRANCH)
Queen's Building, 5, Chater Road.

PRICE - \$3.50 up.

DONNELLY & WHYTE.
WINE MERCHANTS.

PEKING, Oct. 27.
The American Government has
assented to China's request to im-
pose a surtax on the Customs' tariff
for famine relief.
Great Britain is sympathetic but
is not yet replied.

Mr. Ho Sal-man (scr.) beat Mr. R. Potter (-100) by 250-98.

A meeting will be held in the Offices of Messrs. Jardine, Matheson and Co., on Friday evening, for the purpose of discussing the revival of the very old and famous "Canton" ladies' hockey organisation. It will be remembered existed in Hongkong before the war, and many interesting matches were witnessed. Since the war, owing mainly to the lack of membership, the organisation died a natural death. It is very gratifying now to learn that the game will be revived for ladies. A very desirable central site, it is understood, has been secured for practice on the Hongkong side of the harbour, and very little difficulty should be experienced in securing another on the mainland. With all these very promising facts for reasons why did hockey should now come back to stay in Hongkong.



SPECIALIST IN MEN'S WEAR.
NEXT DOOR HONGKONG HOTEL.

OBTAINABLE FROM
 TEL. 345. **THE PHARMACY** TEL. 346.
 FLETCHER & CO. 22 QUEEN'S ROAD.

French Firm. Established 1860.

Quality, Variety, Perfection

THE GENERAL ELECTRIC CO. OF CHINA LTD.



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"CAPE WINES

CLARET
DRAKENSTEIN (Hock Style)
SAVIGNON BLANC (Hock Style)
CALDBECK, MAGGREGOR & CO., LD
 15, QUEEN'S ROAD CENTRAL. TEL. 75.

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HANDLEY PAGE
MULTIPLE ENGINE BIPLANES
HANDLEY PAGE LTD.

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PEKING SYNDICATE LTD.

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W. R. LOXLEY & CO.,



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AUCTIONEERS TO THE GOVERNMENT

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Share, Coal and General
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PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Order used
Rental's
A. R. C. 4th & 5th Editions.
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Telegraphic Address
"HUGHES" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

TUESDAY,
November 2, 1920, commencing at 2.30 p.m., at their Sales Rooms No. 8, Des Voeux Road, Corner of Ice House Street,
WHITE GOODS, &c., &c.,
Comprising:—

Pillow Cases, Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Drawnwork Bedspreads, Table Covers, Crocheted and Drawnwork Dotted, Table Cloths, Linen Damask Serviettes.
Also
A few lots of Kit Bags, Suit Cases, and Attache Cases, etc.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, October 27, 1920.

(for account of the concerned), on
TUESDAY,
November 2, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTADS AND BRASS-MOUNTED BEDSTADS, CARPETS, &c., &c., &c.,
comprising:—

Chamberlain Sofa, Arm-chairs (w/velvet), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising: Teakwood Twin Bedsteads, large and small Wardrobe, Dressing Tables, and Chairs, Washstands, etc., (fumed Teakwood), Sideboards, Dinner Wazons, Extension Dining Tables and Chairs, etc., Dinner Service, Crockery, and Glass Ware, Cooking Stoves, Outlets, &c., Bath Room Utensils, Electro-Plated Ware, Electric Bending Lamps, Teakwood Screens, Sundry Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, &c.
Also
One American Ice Chest, 1 Piano in good condition, several lots Tennis Balls, One Voiglander quarter plate focal plane Camera with Dynar Lens F. C. Anastigmat, with 4 Slides in Leather Case complete.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, October 27, 1920.

FOR SALE.

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

The Motor Yacht "IRENE"
Built 1916. Had very little use. Hall. Had very little use. Teakwood. Length, water line 29' 9" over all 35ft. Beam.....7 ft. Draft.....3 ft. Motor "Scripps" Heavy Duty 14 H. P. Complete with lavatory, refrigerator, suit of sails and all accessories. Price and full particulars may be had from the undersigned.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, October 6, 1920.

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A private collection of about 250 Chinese Snuff Bottles including many rare specimens with cabinet.
Owner leaving the Colony. Particulars from the undersigned.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, October 14, 1920.

Y. NAGATA

Furs made up Artistically,
Furs cleaned and Remodelled.
Call at Private Residences by Appointment.
Address:—1st Floor, 41 Praya Road.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents for 3 insertions.

TO LET.

WITH immediate possession
EXCELLENT FURNISHED
FLAT three rooms, Queen's Road Central. Apply:—PERCY SMITH SETH & FLEMING, 5 Queen's Road Central.

TO LET.—From NOVEMBER 1st, new three-roomed EUROPEAN FLATS in Kowloon, facing Coronation Road (Nathan Road Extension), fifteen minutes by rickshaw from Hongkong Ferry, and five minutes walk from Yauwatt Ferry. This property can be let as eleven self-contained houses, each with nine living rooms and adequate kitchen, bath and servants' rooms, or as separate three roomed flats. The rooms are large and cool, facing east with an open prospect. Very moderate rental. Apply J. CARR CLARK, Architect & Surveyor, 14, Queen's Road Central.
N.B.—Official information has been received that a Government regulated Motor Bus Service will shortly be inaugurated in this district. This service will run to a fixed time table and will provide speedy and comfortable access from the Ferry to these flats.

PUBLIC AUCTION.

OF THE
Valuable Leasehold Property
SITUATE AT
Victoria, Hongkong, and registered in the Land Office as Section "B" Marine Lot No. 90, and the Building thereon
To be sold by order of the Mortgagees
by
HUGHES & HOUGH,
Auctioneers,
Hongkong, October 27, 1920.

PUBLIC AUCTION
on
WEDNESDAY,
the 3rd day of November, 1920, at 12 noon, in One Lot
by
Messrs. HUGHES & HOUGH,
Auctioneers,
at their Auction Rooms in Des Voeux Road Central.

The Property is situated in the Western District and consists of:—
All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Section "B" Marine Lot No. 90 and is covered by Premises known as 2 and 4, Wilmer Street, two storied Chinese Godowns built of brick with tile roofs, held for the residue of a term of 99 years created therein by a Crown Lease dated the 24th day of September 1856 and made between Her late Majesty Queen Victoria of the one part and Adam Scott of the other part.
Area:—3960 square feet or thereabouts.
Crown Rent:—£3 15 0.
Vacant possession will be given on completion.
Particulars and Conditions of sale may be had from:—
Messrs. DEACON, LOCKER, DEACON & HARBSTON,
1, Des Voeux Road Central
Vendor Solicitors,
or from
Messrs. HUGHES & HOUGH,
The Auctioneers,
Hongkong, October 9, 1920.

BATTERIES!

A complete shipment
of the famous

**"KWIKLITE"
BATTERIES**
for pocket Torches has
just been received.

**"KWIKLITE"
TORCHES**
in many styles and
various prices.

ALEX. ROSS & CO.

25-DES VOEUX ROAD
TEL: 27
GARAGE
KOWLOON
TEL: 447

MASSAGE.

Mr. HONDA and Mrs. HONDA.
Trained male Masseurs.
13 years' experience.
Formerly of Tokyo Military Hospital.
WILL VISIT & ATTEND
RESIDENTS IF REQUESTED
No. 24 Wyndham Street
(Opposite to the China Mail)

INTIMATIONS.

NOTICE

THE BRITISH COMMONWEALTH
INSURANCE CO., LTD.
(Incorporated in England)

HAVING been appointed Fire Agents in Hongkong, Canton, Macau and Swatow, by the above named Company, we are prepared to issue Policies at current rates.

UNION TRADING Co.
Prince's Buildings,
Hongkong, October 23, 1920.

NOTICE

WE have this day established ourselves as general merchants, with offices at Prince's Buildings, Tel. 3147. Tel. ad: Wilksey.

R. D. WILKS & CO.
Hongkong, 26th October, 1920.

OLD ALLEYMAN DINNER.

IT is proposed to hold a DINNER on SATURDAY, the 30th of November, 1920. Will all "Old Alleyman" wishing to attend, send in their names to the undersigned as soon as possible. It is hoped that all "Old Alleyman" both in Hongkong and Canton will participate.

Time and place will be notified later.
H. L. DENNIS,
Hon. Secretary.
OLD ALLEYMAN SOCIETY.
Hongkong, October 23, 1920.

LADY'S NEWS.

WE are exhibiting from WEDNESDAY, October 27, an exquisite collection of LATEST STYLE Dresses, Cloaks and diverse Ladies fashions, which are incomparable. An early visit will give YOU the opportunity to see everything and get the best choice. As the exhibition will only last one week, it will be advisable for YOU to give us a call as soon as possible.

KOMOR & KOMOR,
Alexandra Buildings,
Hongkong, October 26, 1920.

HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that the First Annual General Meeting of the Hongkong Boxing Association will be held at the King Edward Hotel, on THURSDAY, the 4th day of November, 1920, at 5.30 p.m. for the following purposes:—

1. To receive the General Committee's Report and Statement of Accounts for the year ending the 30th day of September, 1920.
 2. To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer and the General Committee for the year 1920-1921.
 3. To appoint an auditor.
- By Order of the General Committee.
GEORGE G. N. TINSON,
Hon. Secretary and Treasurer.
23rd October, 1920.

JAPANESE ARTIST.

ADVERTISER wishes to meet with Japanese Artist to paint Japanese Goods. Apply: Weight-c/o "CHINA MAIL" OFFICE.

Security STEEL.

OFFICE FURNITURE

Vertical Bill Files

"Legal"

"Letter"

"Document Files"

Vertical Combination Cabinets

Transfer Cases

Card Drawers

Sectional Cabinets

Waste Paper Baskets

MUSTARD & COMPANY

17, Connaught Road Central,
Telephone No. 1188.

DOCK-WALLOPING.

A GLORIOUS HOBBY.

ROMANCE OF THE SEA FOR MEN
OF THE LAND.

"Dock-walloping"—in the amateur sense—is a glorious hobby for those who like it, writes C. Fox Smith. Some people don't. They don't like the smuts, and the oil in unexpected places, and the smells. There are smells about most docks, and those too are all right (even the not very nice ones) for those who like them. But then some people don't. And they don't like dodging engines, and nets of cargo, and boxes, and barrels being hoisted out of or into holds. In short, they are not born dock-wallopers, and ought to keep away from such places.

But if you like docks, there are no places like them. Every port has its own genius loci, which is made up of a hundred and one things, but more than anything of its smell. There's the Pacific Coast smell for one—which is partly new lumber, and partly salt water, and partly artificial manure. And Falmouth is a touch of tar and pitch and a great deal of plain undiluted Atlantic brine, which is as different from the Pacific smell as chalk from cheese.

Liverpool is mostly wheat and flour and frozen meat and passenger liners—especially the last. And London is all the lot rolled into one, with a few local specialities thrown in.

London is the dock-hunter's paradise. There is a sort of dignified leisure about the London docks that one misses at Liverpool, for instance, except in the older dock system—Wapping Dock, Canning Dock and Salthouse Dock—with the old sheds and warehouses round them, and their well worn bollards, black and shiny with much use, which may have felt the fret and tug of the mooring ropes of many a fine old packet of bygone days.

SAILING SHIPS AND TRAMPS.
I searched through the port of Liverpool one day not long ago for a sailing ship, and found only one, that a big American fore-and-aft, a broad-beamed wooden affair, which looked like one of the "war" experiments which have mostly proved themselves no use for any cargoes except timber, and such things as don't spoil with water.

In the Port of London you get a bit of all sorts. There are liners, of course, if you want these; and there are tramps, which, by the way, in the seafaring sense, are not necessarily "tramps" in the land significance of the word. A tramp is simply a vessel that does not run regularly in some special trade, and may be often quite as smart and clean as some so-called liners. And you do occasionally get a squarish, especially in the Surrey Commercial Docks.

The Surrey Docks are the Cinderellas of dockland. Few writers have a good word for them; and yet to my mind they have a charm of their own, apart from their historical associations as the oldest docks of all, except possibly a few of the small docks round the Tower. Greenland Basin, Russia Dock, and the rest, keep up in direct succession the traditions of the early merchant adventurers of the Muscovy Company and the Hudson Bay Company, just as the East India and West India systems over at Mill will take you back to John Company and the Blackwall frigates and the great days of the China clippers.

And there is a sort of freshness in the air as it comes to you over acres of stacked lumber and wide dock basins—a cold, bracing tang, like the breath of the North; quite different from the queer tropical atmosphere which seems to lurk in those sheds of teak and blackwood and kauri pine over the water at the Isle of Dogs. A dark mystery seems to linger yet among those vast and ancient trunks; and a memory of gloomy forest vistas, throbbing with the growl of savage drums.

LONDON AND THE PACIFIC.

London Docks have the charm of the unexpected. There are those places where a bit of the street swings open to allow of the passage of some quaint old-world French coaster or topsail schooner from the West; and there are shipbreakers' yards with their piled up marine junk of all sorts and kinds; and there are dry-docks where perhaps the masts and yards of some tall sailing-ship tower suddenly up over the roofs of the grimy houses like the fabric of a dream.

Yes, London River is a wonderful place. But there's a certain bar of our over on the Pacific Coast where you can sit out on the edge of an old wooden wharf and catch black bass with a bit of white rag . . . and the sky flushes rose, the zenith . . . and the tugs coming in with rafts of lumber fill the evening with their walling . . . and the water flashes into glimmers of fire where it breaks against the piles . . . and the liners come out of the East with strange yellow faces crowding along the rail . . . and if you are lucky you can hear some old salt's tales of the bygone days in the sailing and whaling ships. And that, after all, was the best place for the amateur dock-walloper I ever knew.

"NEWS BOY KING."

AUDIENCE WITH LORD MAYOR.

A YOUNG ADVENTURER.

"Well, I reckon I'll go and see the Lord Mayor!"
This casual remark by a young American, Sam H. Cole, the "newsboy king," made his guide, a Londoner steeped in the sense of tradition, shudder. He had already seen how this youth, who began travelling around the world with 25d., had shaken the old droppiness of the City. He had seen mighty City policemen stoop to listen with interested attention to this young adventurer. He had seen the Yeoman Warders of the Tower, one by one, fall victims to his charms.

"King" Cole turned to his chauffeur (he had already managed to borrow an almost new car) and said: "Say! Drive right around to the Lord Mayor's mansion. I must go right in and see him, sure!"

The chauffeur sped through the crowded streets of the City, and a taxicab driver began to argue with the occupants of the car, little realising what sort of an opponent he had to deal with. "King" Cole just turned and cried, "Smile, Oh Smile." The taxicab driver had no answer. At the Mansion House a stalwart policeman barred the way and sent the "newsboy king" to another door. There a solemn manservant sent him to a third door. Undaunted, he went on with his huge book of autograph letters under his arm. Once inside the building, Sir William Soulsby, for 45 years secretary to the Lord Mayors, received him, and was fascinated by the magnetic personality of the young American.

"What I want is the signature of your Lord Mayor," he said. "Say, it would be a great honour for me if I could have that!"
In two minutes he was shaking Sir Edward Cooper by the hand. The Lord Mayor had already heard of his career, and to the surprise of the solemn attendants, agreed to pose for a photograph, and assumed his robes for the purpose.

"It has been a very great pleasure to see you," said the Lord Mayor, who signed a document stating that he had listened to "King" Cole's account of his travels.

This experience almost dazed young Cole.

"Oh, boy!" was all he could say afterwards. "Gee! The signature of the Lord Mayor of London! Oh, boy!"

Apart from this venture, the Crown jewels of the Tower impressed him more than anything else.

DRAMA OF THE SEA.

LOSS OF A COASTER.

STRANGE STORY OF ALLEGED BARRATRY.

A message from Cardiff states the evidence recalling an old-time melodrama was given at the marine inquiry into the loss of the coaster "Glenalough," near Belfast, in March. It was stated that the vessel, though worth only £19,000, was insured for £51,000.

Captain Plummer, formerly master of the "Dorothy Talbot," owned by the same firm, said that D. J. Rees, the secretary, told him, in the presence of Edward Plummer, master of the Glenalough, that it was worth four figures to them if the vessel was lost.

Mrs. Hall testified that her brother said that W. J. Jones, manager of the company wanted him to sign on as cook, and then to extract the rivets and sink the ship. Jones instructed her not to sail on the ship, it is presumed to save her life. He added, "If your husband and brother do their duty and work I will pay them four figures."

His brother told witness that Jones was thinking of buying and sinking two other ships. She believed that her brother was honest, but was led astray by Jones.

Captain Plummer testified, absolutely denying the evidence of Captain Hall and his wife, asserting that her desire was to ruin him. He admitted writing to Jones, "Have shipped cargo, which is the pick of Gannings Town, all the men having been some time in prison."

He also received a letter from Jones directing him not to be anxious to proceed to sea, as the latter was finding some difficulty in getting the vessel covered by insurance.

On being shown his own statement that the ship was lost through the fouling of her wheel chains, Captain Plummer said that he had been induced to sign a blank paper.

The case is proceeding.

AN AID TO DIGESTION.

WHEN you have a fullness and weight in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

NOTICES.

NEW FRENCH GOVERNMENT LOAN 6%

Not Redeemable.

PRICE OF ISSUE 100 FRANCS.

Interest payable twice a year on 15th June and 15th December.
First semi-annual interest to be paid on 15th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 20th inst. up to the 25th of November next.

BANQUE DE L'INDO-CHINE,

L. BERINQUAGUE,

Manager.

Hongkong, October 14th, 1920.

RENAULT. FRENCH MOTOR CARS.

We are now receiving orders for the following types of RENAULT CARS to be shipped from FRANCE at an early date.

10 H.P. TORPEDO 4 cylinder, 3 speeds, 4 seats...\$2,950
12 H.P. TORPEDO 4 cylinder, 4 speeds, 4 seats...\$5,100
7 TON CAMION, Type used by the French Army during the war...\$8,500
Net price ex godown Hongkong.

Everybody who needs a good car should buy a RENAULT.
Economical both as regards fuel consumption and mechanical upkeep.
Will run for years without repairs.

RENAULT CARS built 15 years ago are still in use to-day.
Full particulars on enquiry.

All prices are subject to fluctuation. Cars will be sold at the prices ruling on the date of shipment.

FLOQUET & KNOTH,

AGENTS FOR HONGKONG & SOUTH CHINA.
Phone 2082.
1, Prince's Building.

XMAS SALE

For another 15 days only.

From 16th to 31st inst.

EVERY THING SUITABLE FOR XMAS PRESENT.

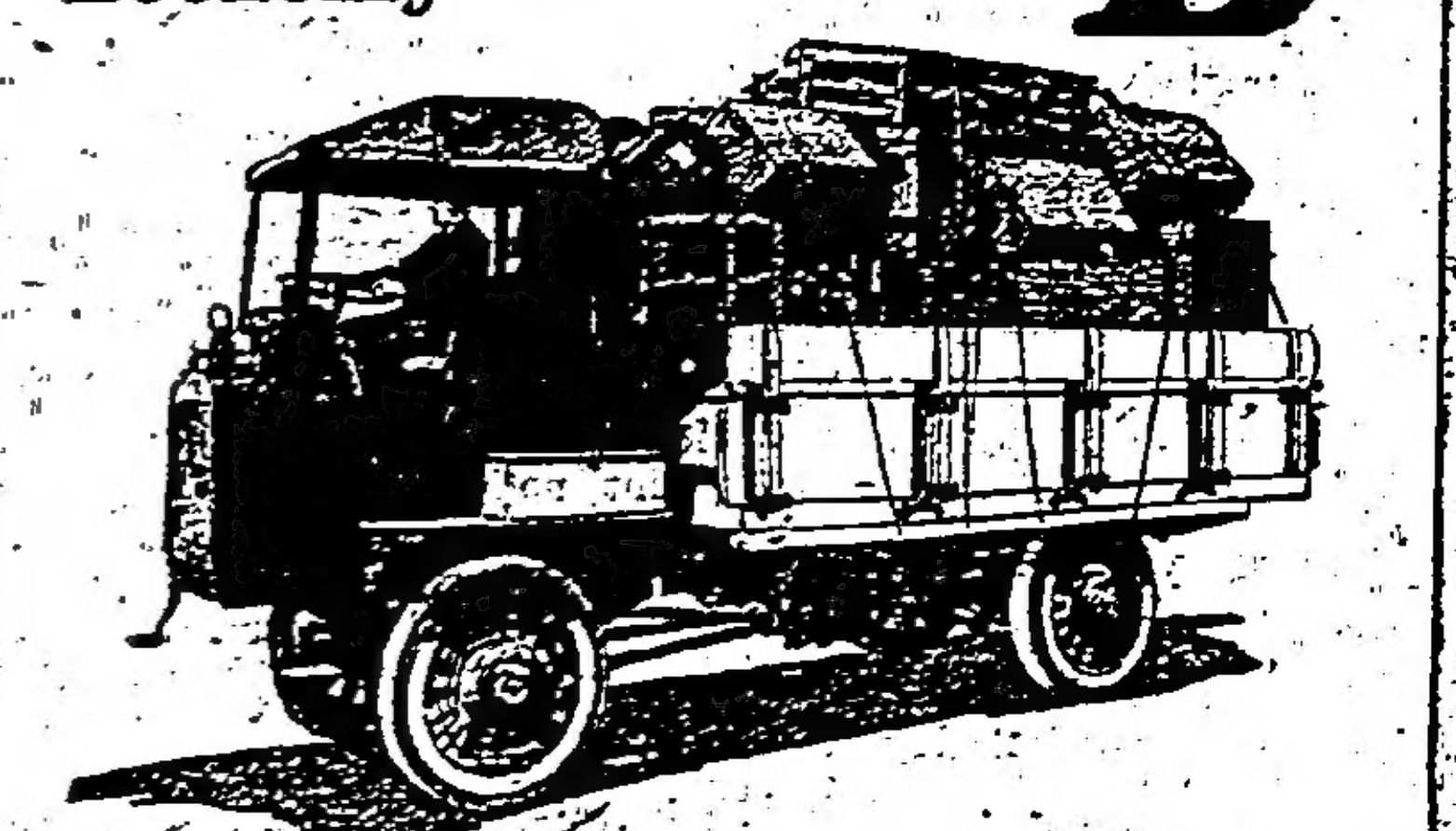
Great Reduction
Come Early! Don't Miss the Opportunity!

SWATOW DRAWN WORK CO.,

14, Des Voeux Road, Central. Phone No. 2860.

LONG HING & CO., PHOTO SUPPLIES,
Kodaks and Kodak Films, &c., &c.
DEVELOPING & PRINTING A SPECIALITY.
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

Power
Durability
Reliability
Economy



AGENTS FOR SOUTH CHINA
VASQUEZ OORREAS & CO.
REPRESENTED BY
E. MOW FUNG,
60 Des Voeux Road Central.

REMOVAL CLEARANCE SALE

EXCEPTIONAL BARGAINS.

D. CHELLARAM,

SILK STORE.

88-90, Queen's Road Central.

WATSON'S FINEST OLD BROWN LIQUEUR BRANDY

25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
TELEPHONE 616.

Wm. Powell Ltd.
TELEPHONE 346

ALWAYS HAVE A VERY LARGE AND CHOICE
VARIETY OF FABRICS FOR ALL OCCASIONS.

TWEEDS— FOR COATS & SKIRTS OR
GOLF SKIRTS.

NAVY SERGES— FOR TAILOR MADE.

GABERDINES— FOR COSTUMES.

VELOUR CLOTH— ALL WOOL FOR COATS.

VELVETEENS— FOR DRESSES AND
COAT FROCKS.

CHIFFON VELVETS— FOR EVENING
GOWNS OR WRAPS.

FOULARD DRESS LENGTHS, FOR AFTERNOON WEAR.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."
HONGKONG, THURSDAY, OCT. 28, 1920.

ARE YOU ARBOREAL?

A London journalist attributes to Professor Karl Pearson a proposition that seems unlikely to have come from that knowledgeable man. The journalist has probably mistaken something he said or wrote. However, such as it is, here it is. According to this journalist, Professor Pearson declares that it is of the utmost importance to know whether primitive man was arboreal or troglodyte—a tree dweller or a denizen of caves. "If arboreal, then there is hope for the race; if troglodyte, then in spite of all efforts towards the perfection of human institutions man will always be subject to sudden reversions to type, reminiscent of his brutal ancestry. Knowing our journalist, trespassing in fields of knowledge beyond his education or comprehension, we feel that it is scarcely fair to mention the name of Karl Pearson in connection with such foolishness. He should not be seriously annoyed by it; however, since it affords him such a delightful and obvious retort, that the evidence is in favour of a troglodyte ancestry for the journalist, whose name is Bottomley. We are offered no assistance towards an understanding of the method by which it is computed that the course of evolution in the case of an arboreal pedigree must run smoothly; while in the case of the cave dwellers' descendants it is subject to set-backs. Assuming that some such method does exist, and that it is true that with arboreal ancestors we may hope, but with troglodyte progenitors must despair, we find ourselves still fairly easy in mind, for the simple reason that we recognize (what no intelligent reader should expect us to prove) that there were always more trees than caves; that the geographical distribution of trees must have been wider than that of caves; and that consequently the majority of our ancestors must have been arboreal; provided, that they were restricted to the single choice of tree

or cave, which is not shown. The cave dwellers, if at all numerous, must have had a Housing Question infinitely more acute and pressing than ours. Where there were suitable caves, our ancestors would assuredly be troglodytes. A ready-made cave, with a log fire burning at the entrance, (our primal ancestor's method of "sporting his wick") would offer a much better protection against ravenous beasts than the branches of a tree, from which he was liable to fall. Where there were no caves and no trees, our ancestor would be neutral in this controversy of Arboreal versus Troglodyte. Like the naughty Ballus, our school-books, he would lie upon the ground, making for himself, as the Australian aborigines do to this day, a rude wind-screen. Where was wealth of tree, as in the Malayan jungle, it would be natural and easy for him to establish the arboreal platform, as the Sakai still do, without, however, showing any noticeable advance towards cultural perfection as compared with the art of the troglodytes of Mouster, of which we have such beautiful relics. How and in whose mind arose this quaint notion, that residence in caves would deepen and intensify and make more perdurable the tendency to brutal atavism, we shall perhaps never learn. We cannot suspect Professor Pearson of it, nor any real scientific student, for it is so inconsequential and reasonable. No doubt it seemed intelligible to the numerous readers of the great Mr. Bottomley, and was suited to the mental capacity of the readers of the paper in which we happened to twig it. We desire to make it widely known and familiar, because it is so charmingly convenient a way of dividing the sheep from the goats. Henceforth we shall insist that all readers of the China Mail had arboreal ancestors, and that all who waste time and money on the inferior papers are descended from the troglodytes who left no legacy of hope. All who agree with us in all future controversies will thereby give proof that they had an ancestral tree, while those who disagree with us we shall regard as coming from a hole in the ground, to which we may, when really incensed, more or less courteously invite them to return.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, lacerations, and other ailments as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Druggists.

SPECIAL CABLES.

ANCIENT LIGHTS.

SHANGHAI CASE.

AN IMPORTANT JUDGMENT.

[China Mail Special]

SHANGHAI, Oct. 27. An important judgment has been given in the Supreme Court in a case in which the British and Foreign Bible Society sought to restrain Messrs. Atkinson and Dallas, Ltd., Civil Engineers and Architects, from erecting a fence adjacent to their property excluding free access of light and air to their own property. The decision, which was in favour of the defendants, is of considerable importance to landowners and tenants in Shanghai.

SHANGHAI COUNCIL.

ADVISORY BOARD ELECTION.

CHINESE DISSATISFIED.

[China Mail Special]

SHANGHAI, Oct. 27. Dissatisfaction exists in Chinese circles over the election of the Advisory Committee of the Municipal Council, the politicians preponderating and the merchants being in a minority. The Committee includes a Tientsin journalist, and a Shanghai actor not owning property and not being representative.

ARMENIAN WORKERS.

ATTEMPTED INCITEMENT.

STRICT PRECAUTIONS.

[China Mail Special]

SHANGHAI, Oct. 27. Lately attempts have been made to incite a disturbance among the workmen at the Kiangnan Arsenal. Strict precautions are being taken to prevent Bolshevik adherents from establishing touch with the workmen.

LOCAL AND GENERAL.

A clean bill of health was returned for the Colony yesterday.

Kennedy Road is open to motor traffic from the east as far as the laundries. From to-day the red disc (sign of prohibition) will be removed.

A Chinese diver, aged about 20 years, employed by the Kwong Fook Yung shipyard, Samshui, was yesterday accidentally drowned while diving off the breakwater outside the slipway.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—Lowe, Bingham & Matthews \$50; Newspaper Enterprise; Ltd. \$25; and J. McCubbin \$10.

The body of a Chinese girl, aged 15 years, who met with instantaneous death through being struck on the head by a piece of rock during blasting operations at Taiwan, was yesterday removed to the Kowloon mortuary.

In connection with the arrival of six American priests here it is learned that with the support of Bishop Pozzoni an American Catholic Procuration will be established at Kowloon. It will be in charge of the Rev. Fr. Cairns and the Rev. Fr. A. S. Vogel has been assigned to it. The Procuration will be known as Maryknoll.

Lan U, the manager of the On Wo rice shop, of No. 130, Wingkok Street, reports to the police that yesterday a man named Ho Yuk obtained from his shop, by means of a false order, 12 bags of rice valued at \$120. The fraud was not discovered until after the man had departed with the goods.

A number of past pupils of Queen's College, including Messrs. C. H. Lyson, A. E. Hall, J. M. Hall, Churn, Li, Hon and many others, last night gave a farewell dinner at the To Yuen restaurant, Shektsingui, to Mr. B. Tanner, Headmaster of the College, who is shortly leaving the Colony on well-earned leave. Many speeches were made and a very enjoyable evening was spent.

Invited to have refreshment in the Tak Sack restaurant, with two strangers who had sought her direction to Salt Fish Lane, a credulous Chinese woman yesterday agreed to go and change the bank notes supposed to be contained in a parcel which the two men handed her with an assurance that they would await her return. At the money changer's the woman found that the parcel contained the usual worthless paper. She returned to the restaurant with speed but the men had disappeared with the jewellery and money (\$20.75) she had left with them as security.

THE BUDGET

GOVERNOR OUTLINES EXPENDITURE

STAMP DUTIES MAY INCREASE.

KOWLOON HOSPITAL: PRISON: FIRE STATION: EDUCATION.

ROADS AND WATER SUPPLY

BIG EXPENDITURE ON PUBLIC WORKS

The Budget was introduced at the meeting of the Legislative Council this morning.

H.E. the Governor presided and there were present:

H.E. Major-General VENTRIS, The Colonial Secretary (Hon. Mr. A. G. M. FLETCHER).

The Colonial Secretary (Hon. Mr. J. H. KEMP).

The Director of Public Works (Hon. Mr. W. CHATHAM).

The Colonial Treasurer (Hon. Mr. W. TRATMAN).

The Secretary for Chinese Affairs (Hon. Mr. E. R. HALLIFAX).

The Director of Education (Hon. Mr. E. A. IRVING).

Hon. Mr. H. E. POLLOCK.

Hon. Mr. E. V. D. PARE.

Hon. Mr. LAU CHU PAH.

Hon. Mr. HO FOOK.

FINANCE COMMITTEE.

The report of the meeting of the Finance Committee held on June 24 was laid on the table by the Colonial Secretary.

NORTH CHINA RELIEF.

His Excellency drew attention to the Financial Minute providing \$100,000 in aid of the vote for Charitable Services. It represented a contribution which the Government thought right to give in aid of the relief of distress in North China.

The Colony owed so much to its connections that it was thought right that we should assist the suffering people in the North. The matter required to be dealt with as quickly as possible in order that the relief might be available at an early date and members were circulated privately and unanimously agreed to the proposal and the money had already been sent to Peking.

BY-LAWS.

The following amendments to by-laws were approved on the motion of the Colonial Secretary, seconded by the Attorney-General.

By-law made under section 16 of the Public Health and Buildings Ordinance, 1903, Ordinance No. 1 of 1903.

By-law No. 14 contained in Schedule B of the Public Health and Buildings Ordinance, 1903, and published on pages 33 to 35 of the Regulations of Hongkong, 1914, under the heading "Offensive Trades" is hereby repealed and the following by-law is substituted therefor:

"14. The Board may require the adoption of such special measures and appliances as may seem to them to be necessary in the case of dusty offensive trades for mitigating as far as possible the danger and nuisance arising from the dissemination of dust through the atmosphere of the premises, and in the case of the trade of rag-picking, rag-sorting, hair-cleaning, leather-storing or leather-cleaning, for disinfecting the premises and for the destruction of vermin therein."

By-law made under section 16 of the Public Health and Buildings Ordinance, 1903, Ordinance No. 1 of 1903.

The By-laws contained in Schedule B of the Public Health and Buildings Ordinance, 1903, and published on pages 22 and 23 of the Regulations of Hongkong, 1914, as amended by the addition made on the 29th day of June, 1915, and published in the Gazette on the 9th day of July, 1915, as Government Notification No. 304, under the heading "Domestic Cleanliness and Ventilation" are hereby amended by the cancellation of By-law 4 and the substitution therefor of the following By-law:

"4. In any case where, on receipt of the notice mentioned in By-law 3 or on the expiry of the several periods set out in that By-law 3 it appears to the Board that the provisions and requirements of that By-law have not been completed to its satisfaction, the Board shall have full power after 14 days' notice to the owners given in writing to enter on the premises and thoroughly to cleanse and lime-wash the said premises and the cost of such cleansing and lime-washing shall be paid by the owner of such premises at a rate not to exceed \$3 for each floor."

By-law made under section 16 of the Public Health and Buildings Ordinance, 1903, Ordinance No. 1 of 1903.

By-law No. 6 contained in Schedule B of the Public Health and Buildings Ordinance, 1903, and published on page 34 of the Regulations of Hongkong, 1914, under the heading "Offensive Trades" is hereby repealed and the following by-law is substituted therefor:

"6. Every licensee shall cause the internal surface of every wall

upon the premises where his trade is carried on to be thoroughly cleansed, and after being so cleansed, to be thoroughly washed with hot lime-wash during the months of January and July of each year.

SUPPLEMENTARY APPROPRIATION.

The Colonial Secretary moved the first reading of a Bill intituled an Ordinance to authorize the Appropriation of a Supplementary Sum of Four million and twenty-six thousand three hundred and thirty-six Dollars and eleven Cents to defray the Charges of the year 1921.

The Colonial Secretary said the object of the Bill was to give sanction to expenditure incurred during 1919 which was not voted in the Budget for that year but was subsequently provided by this Council.

The sum, amounting to little over four millions, was a large one but he might point out that the excesses under sub-departments were offset by savings in other departments which were shown in the comparative statements.

The total excesses were \$2,682,000, leaving a total deficit of \$3,238,000. By far the largest amount, practically the whole of the deficit, consisted of the Government's expenses on its rice undertaking. It would be seen that the total loss on rice was given as \$3,087,749.46.

He might say there was some undue pessimism over this. They undervalued by \$378,000 the stocks which they held but they realised an additional amount when they sold the total holdings in the Spring of this year.

The net final loss on rice transactions was \$2,737,798.

The Attorney-General seconded and the Bill was read.

The money is to be expended as follows:

Harbour Master's Department	\$34,606.10
Miscellaneous Services	3,821,703.60
Police and Prison Departments	23,941.94
Public Works	120,509.87
Recurrent Charitable Services	25,574.60
Total	\$4,026,336.11

THE BUDGET.

The Colonial Secretary moved the first reading of a Bill intituled an Ordinance to apply a sum not exceeding Fourteen million and eighty-four thousand six hundred and sixty-two Dollars to the Public Service of the year 1921.

The Colonial Treasurer seconded.

H. E. the Governor said:

In introducing the Estimates for 1921, I stated that the expenditure for 1919 was expected to amount to \$15,078,630 leaving out of account the transactions in connection with the purchase and sale of rice.

Actually, the expenditure, including these transactions, amounted to \$17,915,925. The revised estimate of revenue for 1919 was \$17,056,410 but only \$16,524,975 was realised, with the result that the balance of assets over liabilities on December 31, 1919, was \$4,290,138 instead of the estimated sum of \$7,658,948.

It is now estimated that the revenue for the current year will amount to \$14,177,478 or £1,137,322 less than the original estimate. The deficit is more than accounted for by the reduction in the revenue from the Opium Monopoly from \$6 million to \$4½ million.

The expenditure for 1920 is now estimated at \$13,768,830 or £1,117,643 less than the original estimate, the difference being due to the fact that over \$1 million less is being spent on Public Works Extraordinary than was originally anticipated.

The programme for 1920 was perhaps of a somewhat ambitious character and owing to the difficulties of obtaining supplies due to the disturbed state of the world in general it has proved impossible to carry out all the works which it was hoped to undertake.

The balance of assets at the end of the current year is now estimated at \$4,698,835.

The specific sums which we expect to receive under each sub-head of revenue are shown at pages 6 to 12 of the Estimates before you. It will be seen from the footnotes that a number of items are to be revised and the figures which are given for 1921 include the additional sum which will result from an increase in fees. For example Stamp Duties are put at \$2,100,000 in place of \$1,100,000 it being the intention to increase considerably the majority of fees which are paid in stamps. A committee is now sitting to consider the details of the charges which are necessary to secure this result. The necessity for taking steps to increase

the revenue in this way arises from the fact that, as I predicted last year in speaking on the Budget debate, the revenue from the Opium Monopoly has been still further diminished. There has been during the current year a considerable reduction in the consumption of the Monopoly's product, a position which though unfortunate in its financial aspect is gratifying from a wider point of view. On the latest figures available we do not feel justified in anticipating a revenue of more than \$4,000,000 from this source in 1921, that is a reduction of \$2,000,000 compared with the figures inserted in the Estimates for 1920. With the growing expense of administration it is not possible to face this large reduction without replacing it or a considerable part of it from other sources. The other decreases in heads of Revenue are not large; \$28,000 is anticipated in place of \$36,000 from hawkers' licences owing to the reduction in the number of licences due to the policy of keeping the streets reasonably clear; a reduction has been made of \$9,000 on a total of \$284,000 in respect of liquor licences; and there is a falling off of some \$7,000 in respect of Slaughter House receipts, which are estimated at \$105,600. In both these cases the figures are based on the revised estimates for 1920. Rent of Buildings is less by the rent of the Old Post Office which is now to be sold, and Rent of Lands is decreased owing to the proposed taking over by the Government of the site opposite the Central Market; interest is estimated at \$260,000 in place of \$320,000 for the current year.

I may call attention to the following increases. On page 7 a sum of \$60,000 is inserted in respect of Kowloon East Ferry licences. The service to Yau-mai and Shamshui, recently established under Government supervision, has proved very successful, and it is intended to regulate on similar lines the ferries running to Hung Hom, Kowloon City, and Shaukiwan with a view to the improvement of the service.

Tobacco duties are expected to produce an additional \$60,000 owing to increased consumption. Water should bring in an extra \$250,000, the increase being partly accounted for by a proposal to charge excess supply against houses on the rider main system. That system was introduced to cope with the situation when water always ran short in the winter months, and the method was to cut off the rider mains except during short periods in each day. Now that there is a constant supply houses in the rider main areas can draw off water continuously and in any quantity, unchecked by the system of meters which prevails elsewhere; and the wastage is very considerable.

It is anticipated that increased business at the Post Office will bring in an additional \$70,000; also that increased traffic on the Railway will result in a gain of \$66,800. Widows and Orphans Pensions contributions are higher by \$14,000, owing to higher payments on increased salaries; and it is anticipated that an additional \$108,000 will be received from Land Sales.

ESTIMATES OF EXPENDITURE FOR 1921.

The expenditure for next year is estimated to amount to \$17,349,150, being \$2,682,677 more than the original estimate and \$3,580,320 more than the revised estimate for the current year. The increases and decreases under each department are set out in the sessional paper which has been laid on the table.

It will be seen from page 2 of the draft Estimates, that the members of the Cadet Service, who were formerly included under the various departments, are grouped separately under the heading "Cadet Service." The change in classification is desirable for accounting purposes as under the previous system much confusion was caused when an officer of the Cadet Service was transferred from one department to another. The new system of payment of cadets is based on principle of continuous increments. Under the system previously obtaining Cadet appointments were grouped in three classes, and this system had serious disadvantages. In the past the incidence of promotion has been very uneven, a good officer being frequently kept waiting for promotion because there was no vacancy for which he was specially fitted. Under the system which has now been introduced Cadet Officers are paid on a scale of salaries dependent on their length of service so that they can be utilised according to their individual capacity and the requirements of the Public Service without regard to questions of seniority. A Cadet can now rise directly from a salary of \$350 to a salary of \$1,200, subject to two strict efficiency bars which he may not pass unless his service is wholly satisfactory.

Provision is made for four unpaired cadets, who are required against normal wastage and the increase in Government work consequent upon the expansion of the Colony.

Under Treasury, on page 20, an Assistant Treasurer and a European Accountant are provided for. The latter will eventually take the place of the Cashier, who is shortly due for pension. The separate office of Assessor of Rates is abolished, and the work will in future form part of the general work of the Treasury.

In the Harbour Master's Department, on page 24, provision is made

for a European Deputy Shipping Master, whose work will include all matters appertaining to ship's officers with whom he will be brought into constant contact. On page 27 are shown two Lighthouse Keepers and three Apprentice Lighthouse Keepers on dollar salaries. It has been decided to supplement the European Lighthouse Service with local men, of the type which man the Lighthouses on the China Coast. It is anticipated that considerable economy with no loss in efficiency will be thereby secured. Provision is made on page 29 for the purchase of a motor boat which is required in connection with the expanding traffic in the harbour.

In the Imports and Exports Department, on page 32, the increase of \$300,000 for purchase of raw opium is accounted for by the increase in the price charged by the Government of India.

Under Royal Observatory, on page 33, provision is made for the purchase of a Seismograph.

THE UNIVERSITY.

Under Miscellaneous Services, on page 34, Hon. Members will see that a grant of \$200,000 to the University of Hongkong takes the place of three separate grants aggregating \$21,000. The Government has undertaken the responsibility for debts amounting to some \$600,000 and it has agreed to add \$1,000,000 to the endowment fund, and to increase its yearly grant. Among the Financial Minutes which have been referred to the Finance Committee is one in which the Council is being asked to vote a sum of \$1,000,000 on account. The \$200,000 provided for next year will be used in the first place to meet deficit on current expenditure and as to the balance for increasing the endowment fund, I may mention that the Chamber of Commerce have generously doubled their subscription, which was formerly \$1,000 yearly, for scholarships for Yunnan students, and the Government is setting aside a like sum, as part of this vote of \$200,000, for the same purpose.

Small increases appear in the votes for the Imperial Bureau of Entomology and the Tropical Diseases Research Fund.

Other Miscellaneous Services have \$65,000 allocated in place of \$55,000, as the latter amount is in present circumstances quite inadequate.

The vote for Special Allowances on Salaries is reduced from \$465,000 to \$100,000, the latter figure representing the sum which will probably be required in connection with the revision of the salaries of the non-European clerical service and certain others, which is not yet completed.

The vote for Telegrams is reduced from \$18,000 to \$10,000. The volume of telegrams sent by the Government is now much less than it was during and immediately after the war.

\$100,000 is asked for in respect of the Transport of Government Servants, in place of the former \$12,000, in consequence of the grant to all European officers of free passages to and from England. This concession is limited to a period of five years, when it may be cancelled or revised, according to the circumstances then obtaining.

\$15,000 is asked for to cover expenses in connection with the census which is to be taken next year.

The votes in respect of Government Launches, and Government Buildings and Courts of Justice, have been transferred to the Harbour Master's and Public Works Departments respectively, where they belong more appropriately than they do to the Treasury, which administers the Miscellaneous Services votes.

The District Officer, on page 40, has been provided with a sum of \$5,000 to enable him to assist the villagers in the New Territories in the execution of small local works such as path making and building of bridge over streams.

Under Crown Solicitor, on page 42, \$3,000 is provided in respect of the occasional engagement of outside assistance, rendered necessary by pressure of work in the department.

The Police Department votes, on page 43, have been generally revised. The establishment, exclusive of Officers and Water Police, has been increased from 1,047 to 1,100, six Europeans and ninety-four Chinese Police have been added, the numbers of the Indian contingent being at the same time reduced from 447 to 400. I am satisfied that this rearrangement will not result in any loss in efficiency, and there will be some saving in expense. The establishment before the war was 947. The Chinese and Indian non-commissioned officers' ranks are considerably augmented in order to improve the prospects of promotion and so to add to the attractiveness of the service.

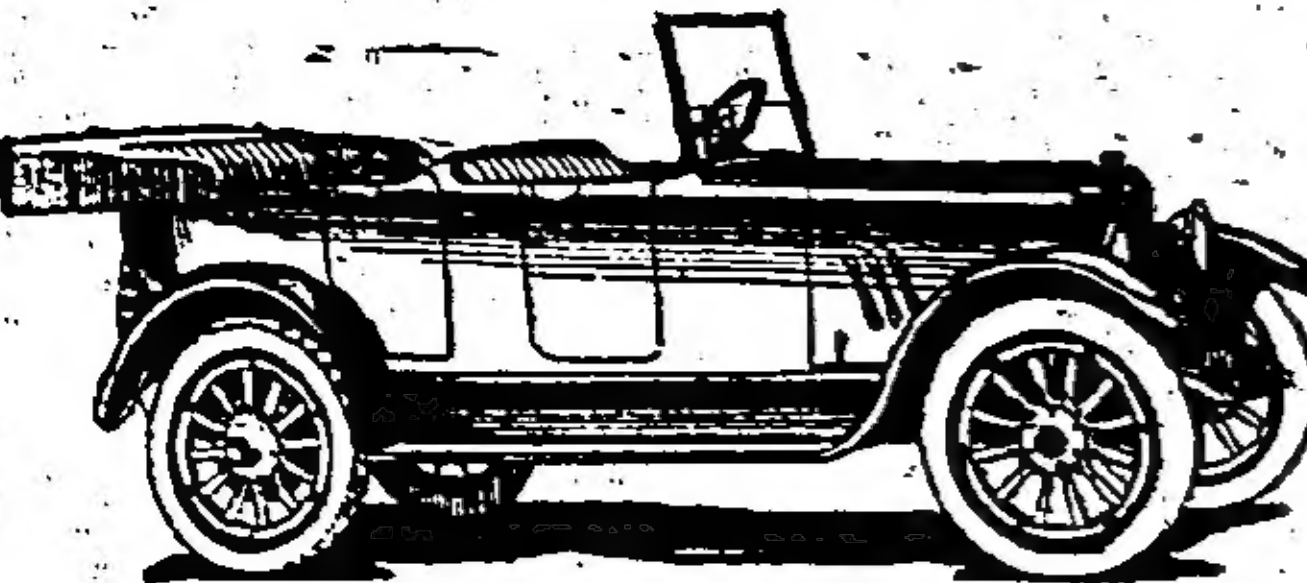
The Police Training School, shown on page 47, is a new departure, its object being that recruits may be properly grounded in their duties before they are taken on the strength. It is proposed eventually to place the school adjoining the new Jail on the eastern end of the reclamation at Kowloon City.

It will be seen, on page 47, that the votes in connection with Police serving in other Government Departments are now administered by the Police Department; in order that the men may be in this respect under one control. These men are properly referred to the establishment proper.

(Continued on Page 5.)

MERCURY MOTOR CAR CO.

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THE BUDGET.

(Continued from page 4.)

The vote for Passages, on page 49, is increased from \$25,000 to \$34,000, owing to heavy increase in cost of passages. Bonuses in lieu of passage have been abolished, it being considered undesirable to offer men an inducement not to take leave when due.

The vote of \$37,500 for Rations for Indian Police is new, the grant of free rations forming part of the new pay scheme.

Under Special Expenditure on page 53, provision is made for a motor ambulance, four motor cycles, and a patrol wagon. The ambulance is to take the place of the present one which has proved unsuitable. The other motor vehicles are required to keep pace with the times.

Sums are also included for furnishing married quarters, the Government having, with the consent of Hon. Members, decided to provide a certain amount of furniture to all Government quarters; and for modern iron bunks for the Chinese Police in place of the wooden boards on which they have hitherto slept.

The increase in the Fire Brigade vote, at page 49, from \$53,590 to \$77,243 is partly due to the establishment of a separate Station at Kowloon. On page 52 provision is made for a small Fire Float for Cheung Chau island, costing \$1,500, for a motor pump to replace a pump moved to Kowloon, and for a new extension ladder.

THE PRISON.

The vote under Prison, at page 51, is \$284,936, compared with \$147,270 voted in respect of the current year. The increase is largely due to the expense of the separate establishment required for the prison recently opened at Laichikok, particulars of which are given on page 106. This Council has already voted considerable sums for the Laichikok Prison during the present year, and it has also voted additional money for such items as clothing for staff, clothing and food for prisoners, and fuel, the expenditure on which was much underestimated when the Estimates for 1920 were prepared. The experiment of transferring short sentence prisoners to Laichikok has been fully justified by results. The congestion in Victoria Gaol has been put to an end and the health of the prisoners generally is very much improved. Juvenile offenders will in future be imprisoned at Laichikok. I propose to separate the Prison Department from the Police Department, and the title of its head has accordingly been changed from Assistant Superintendent, Victoria Gaol, to Superintendent of Prisons.

MEDICAL DEPARTMENT.

The only change of importance under the Medical Department is the transfer of the Office of Health Officer of the Port, shown at page 59, from a private practitioner to a Government Medical Officer. Dr. Jordan who has held the post since the year 1888 to the entire satisfaction of the Government, has resigned with effect from the end of this year. It is thought advisable that in future the post should be held by a whole-time officer directly under the control of the Principal Civil Medical Officer.

At page 61 a European Sanitary Laboratory, as the outcome of correspondence with the Chamber of Commerce. There was in a recent case a suggestion that samples had been tampered with, and this Government is determined to take every step possible to ensure that no preventable cause shall militate against the accuracy of its Analysts' certificates.

Under Sanitary Department, at page 67, provision is made for two motor tractors and five trucks, for the purpose of dumping the Kowloon refuse on the foreshore at Laichikok in connection with the reclamation there. It is proposed to use prison labour at the dump.

EDUCATION.

Under Education, at page 70, provision is made for a full European Staff, but there are at present a number of vacancies which so far it has not been possible to fill. The interruption in training caused by the war has checked the supply, but it is hoped that suitable candidates will shortly be forthcoming. The salaries of these teachers have been considerably improved, and arrangements have been made for giving candidates for Masterclasses a full course of training at the Hong Kong University, as explained on page 106. I regard it as of primary importance that we should have an efficient teaching staff, without which it is of little use to make plans for the creation of new Government schools. It is pro-

posed however to give considerable assistance towards the expansion of private schools, in the shape of building grants and, on page 73, a sum of \$180,000 is inserted in place of the sum of \$10,000 voted for the current year. The institutions which it is proposed to assist are the Canton College, which it is hoped will prove a useful feeder to the University, St. Joseph's College, St. Mary's School, the Man Mo School, and a school to be erected by the Church Missionary Society in West End Park. If the Diocesan Boys' School are in a position to make a commencement next year with their new buildings in Kowloon, it will be necessary to ask this Council for a further vote.

THE DEFENCE FORCE.
The Volunteer expenditure, on page 74, is reduced from \$871,481 to \$838,359, owing mainly to the large falling off in the membership of the local forces which has resulted from the re-introduction of the voluntary system. A considerable falling off was of course to be anticipated when the system of compulsory service was abandoned but it must be confessed that the recruiting for the new volunteer force has been disappointing.

The question of the salaries of the Public Works Department European Staff has not yet been settled, and the estimates show the old rates with the addition of the temporary allowance of 20% which was granted pending revision.

Under the Correspondence Sub-department, at page 76, provision is made for an Office Assistant, a post rendered necessary by the constantly increasing work.

Public Works Recurrent, at page 80, shows a normal increase, from \$785,600 to \$840,500, due to the growth of the Colony.

THE RAILWAY.
The recurrent Railway expenditure has increased from \$420,167 to \$515,998, owing mainly to increase in salaries. The Railway employs a large number of men who came under the strike award. Provision is made, at page 98, for special expenditure in the sum of \$382,310, including a sum of \$182,500 for seven new carriages. It is proposed to purchase two motor carriages which will be available for small parties of passengers in cases where the expense of an ordinary train is hardly justified. The other principal items are in respect of a yard for housing engines and motor carriages at Lower; for a bridge to span the new road from Shamshuipo to Kowloon City; and for re-aligning the Beacon Hill tunnel.

PENSIONS.
With regard to Pensions, at page 99, I may state that officers now on pension have been granted increases varying from ten to thirty per centum, according to the rate of pension. All Widows and Orphans pensions have been increased by 25 per cent. pending reconsideration of the rates generally.

PUBLIC WORKS EXTRAORDINARY.
The programme for Public Works Extraordinary, shown at page 82, has been fully considered by the Public Works Committee of this Council.

Under item 3 a sum of \$500,000 is provided for Officers' Quarters. The policy of housing Public Officers has been approved by this Council, and the money now asked for is required in connection with the development of the Homestead and Pavilions sites where six or perhaps seven houses and six flats are to be erected, and also for four houses on Findlay Road and one house on Barker Road.

With regard to item 5, it is proposed to build on the site between the Central Market and the sea a large six-story building to house the Fire Brigade, the Secretariat for Chinese Affairs, the Imports and Exports Department, the Laboratory, the Port Health Office, and the department of the Principal Civil Medical Officer. The Harbour Department will take over the Imports and Exports Offices, and will be able to house in one building its sub-departments which are now in the Post Office and at the Sailors' Home, and a number of offices in the Post Office Building will be released.

Under item 9 I am asking the Council to vote a sum of \$100,000 for works at Government House. The kitchen and garage blocks are quite unsuitable for modern requirements and would have been reconstructed long ago but for the economy necessitated by the war. The vote now asked for provides for their reconstruction, and also for the provision of additional bedrooms. The existing bedroom accommodation at Government

House is scarcely adequate for a Governor, who has any family of his own, and it is constantly necessary to provide for guests who are passing through Hongkong and who are entitled to expect to receive the hospitality of His Majesty's representative. Additional to the present building would be very difficult and costly and I propose therefore to meet the case by building a small separate bungalow on the grounds, which will contain two or three bedrooms.

HOSPITALS.
Item 10 provides for the reconstruction of the Victoria Hospital and the building of a maternity wing. A committee was recently appointed to advise on the matter and their recommendations have been adopted. Item 11 refers to a proposal to build a new hospital to relieve the pressure at the Civil Hospital where the demand has outgrown the accommodation. It is the intention to allow private practitioners to have wards in which they can see their own patients in the new hospital. The question of site is bound up with the Military Lands question, and it may not be possible to make a commencement next year. Item 12 provides for a building for an outpatient department for the Government Civil Hospital, which should be of great use both to the Government and to the University.

Item 13 is in respect of the rebuilding of Saiyungpang School on a site on Bonham Road near the University, which it is hoped to acquire. The site affords ample space for a large school on modern lines.

MOTOR TRAFFIC TO PEAK.
Under Roads, item 16, I may call attention to the road from Bowen Road to Deep Water Bay, which will provide quicker communication with the southern side of the island; to the road from Taitan Gap to Cape D'Aguilar, which will open up new country; to the road from Wanchai Gap, past Magazine Gap, to Chamberlain Road, which will open up the Peak to motor traffic; to the widening and improvement of the Shaukiwan Road, which forms part of the scheme for driving a 100 ft. main road along the line of the present Praya East out to Shaukiwan.

It is not proposed to proceed with the scheme for widening Queen's Road East, as the expense is enormous, and on the completion of the Praya East Reclamation there will be a 100 ft. road close by and parallel to Queen's Road East.

Under item 17 provision is made for a cable from the Observatory to Stonecutter's Wireless Telegraph Station for the purpose of sending out time signals.

Item 28 is in respect of furniture for officers' quarters. It has been decided, with the approval of the Council, to provide heavy furniture for all quarters occupied by European officers.

Item 30 provides for a Marconi Bellini Direction-Finder which it is proposed to install at Cape D'Aguilar in order to assist shipping during the foggy season.

Item 31 provides for the reconstruction of Queen's Statue Wharf which is long overdue.

THE WATER SUPPLY.
Item 37 is in respect of the Eastern District Filter Beds which are urgently required to improve the water service in the eastern part of the Colony and to allow for a water supply for the houses on Broadwood Road. Item 37 B is in connection with the same scheme.

Item 38 provides for an additional main to the Peak which is necessary to cope with the increasing demand for water at the Peak.

Item 41 provides additional plant for the Peak Pumps. Temporary arrangements for a water supply to Mount Cameron are proposed under item 42 in order to encourage the development of building sites which have been opened by the Wanchai Gap Road.

Item 43 provides for a water supply to Repulse Bay.

Items 45 to 48 are in respect of next year's expenditure by the Government on the Praya East Reclamation scheme.

The commencement of a new Police Station at Yau-mat is provided for under item 49. Space is being left for the erection of a Magistracy which will before long be required on the Kowloon side.

KOWLOON HOSPITAL.
The sum of \$50,000 is inserted under item 51 in respect of the Kowloon Hospital. It is proposed in the first instance to commence with a small building which will be capable of expansion when the needs of Kowloon become better known. It is considered desirable that the main hospital establishments should continue to be on the island.

Item 53 provides for a Police Station at Moongok-tai, which is required to cope with the increasing population in that neighbourhood.

Under Roads item 55 \$200,000 is provided for the main roads from Shamshuipo to Kowloon City and from Hungshom to Kowloon City. Provision is also made for extending Coronation Road to meet the new main road from Shamshuipo to Kowloon City. \$100,000 is provided for the widening of the work of surfacing the main roads in Kowloon in order to fit them to carry omnibuses and similar traffic.

result in the provision of a large area of good building sites.

Further provision is made under item 68 for improving the water distribution service in Kowloon and under item 69 \$55,000 is set aside for new filter beds.

Items 71 and 72 are in respect of quarters for the Land Bailiff and the Court House for the District Officer at Un Long and new Clerk's quarters at Tai-po.

NEW JAIL.
Under item 73 \$40,000 is provided for the commencement of the new jail building at Ngau Shi Wan. The Government has acquired from the Kai Tak Reclamation Company an area of 15 acres of reclaimed ground at the eastern end of Kowloon City Reclamation, upon which it is proposed to erect the jail and the Police School. The site is admirably situated for both purposes and there is in the immediate neighbourhood a very large quantity of granite upon the working of which it is proposed to employ the prisoners.

(Continued on Page 8.)

TO-DAY'S ADVERTISEMENTS.

HELENA MAY INSTITUTE.
THE LECTURE TO CHILDREN ON TUESDAY, November 2nd, will be given by the Rev. THEODORE MACKINTOSH, M.A., D.D. The Subject will be "MAGNETISM."

Another lecture will be given on November 15th, by the same lecturer. Hongkong, October 23, 1920.

G. R. PUBLIC AUCTION.

PARTICULARS and Conditions of the Public Auction Sale, to be held on MONDAY, the 1st day of November, 1920, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Sham Shui Po, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years, less 3 days from 1st July, 1925.

PARTICULARS OF THE LOT.		Boundary Measurements.		Area in Acres, Roods and Perches.	Approximate Value of the Lot.
No. of the Lot.	Locality.	N.	S.		
1.	Sham Shui Po.	100 ft. by 100 ft.	100 ft. by 100 ft.	1.00	100

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE AND STRAITS.

THE Company's Steamship, "TOBA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG & KOWLOON WHARF & GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 3rd November, 1920, will be subject to rent. Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents. Hongkong, October 27, 1920.

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE AND STRAITS.

THE Company's Steamship, "KAMO MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG & KOWLOON WHARF & GODOWN CO.'S Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-day.

Goods not cleared by the 4th Nov. 1920, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents. Hongkong, October 23, 1920.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

TAKE NOTICE that the Power of Attorney dated the 13th October, 1920, and any other power or powers of attorney given by Li Ling Shi alias Ling Fook Hi to Li Tse Ming were revoked on the 22nd October, 1920.

Dated the 27th October, 1920.

GEO. K. HALL BRITTON & Co.
Solicitors for Li Ling Shi,
alias Ling Fook Hi.
Hongkong, October 28, 1920.

G. R. PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction (For the Custodian of Enemy Property), ON

SATURDAY, October 30, 1920, at 10.30 a.m., at their Sales Rooms, No. 4, Des Voeux Road, Corner of Lee House Street.

Miscellaneous Household Goods, including:—
Crockery, Glassware, Sandry Bedding and Table Linen,
do., do., do.
Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned.) ON

THURSDAY, November 4, 1920, at 10.30 a.m., at their Sales Rooms, No. 4, Des Voeux Road, Corner of Lee House Street.

Several Lots of Valuable Curios, &c., comprising:—
Oil Paintings, Old Cloisonne Vases and Inlaid boxes, Bronze Vases and Figures, Old Fochow Lacquered Boxes, Desert Service "Limoges," One Large three fold Screen, (Embroidered panels).
do., do., do.

Terms:—Cash.
HUGHES & HOUGH, Auctioneers. Hongkong, October 23, 1920.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S. S. "JACOB,"
From SINGAPORE and SAIGON.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on November 2, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the godowns, and all cargo remaining undelivered after November 3, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.
As Operators, U. S. Shipping Board.
Hongkong, October 23, 1920.

STEAMERS FOR SALE.

UNDER instructions received from THE MINISTRY OF SHIPPING, LONDON, Offers are invited for the purchase of the following Ex-Enemy Steamers:

Name of Steamer.	Gross Tonnage.	Net Tonnage.	Built.
Chow Fa	1,646	1,055	1888
Manila	1,790	1,100	1904
Kwong Eng	1,650	969	1907
Wong Kai	1,777	1,115	1896
Tao Pao	1,655	972	1907

Terms of sale and full particulars may be ascertained on application to, and permits for inspection will be issued by Messrs. Boustead & Co., Singapore; Messrs. Bulloch Brothers & Co., Ltd., Rangoon; Messrs. Mackinnon, Mackenzie & Co., Hongkong and the undersigned.

Sealed tenders should be lodged with Messrs. Mackinnon, Mackenzie & Co., Calcutta. The tenders which must be in Sterling will be opened at Calcutta on Wednesday, the 29th December, 1920, and must be valid for 14 days after that date.

MAACKINNON, MACKENZIE & CO.
15, Strand Road, CALCUTTA.

NOTICES.

LANE, CRAWFORD & CO.

HAVE

A SPECIAL SELECTION OF

SILK TIES

THE COMPREHENSIVE RANGE OF

DESIGNS IN CRAVATS INCLUDES

THE MOST EXCLUSIVE AND LATEST

FASHIONS NOW IN VOGUE.

A NICE SELECTION MAY BE HAD

IN FOULARDS, POPLIN, CREPES

AND FANCY SILKS.

NEW RECORDS

JUST RECEIVED

SEND for latest lists

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

16, DES VOEUX ROAD.

TEL. 132

THE BON TON

LADIES' TAILORS AND OUTFITTERS

CHINESE PONGEE, CREPE AND OTHER

SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showroom: - - - 37, Queen's Road Central.

Tailoring Department: - - - 1, 3, & 5, Chin Lung Street.

Phone 926.

Cable "BONTON."

BUY YOUR STATIONERY FROM US.

We Keep the Finest

Stocks Complete.

PRICES MODERATE.

DEE A. WING & CO.

Paper Merchants

Stationers, Printers & Bookbinders.

60, Des Voeux Road, CENTRAL.

VICKERS'

LONDON DRY

AND

OLD TOM GINS.

THE TWO FAVOURITE LONDON GINS.

The Softness of the Water of London makes an Ideal Gin. Hence the Gins of J. & J. Vickers Company's London Distillery are noted for their Mellowness and Fine Flavour.

SOLE AGENTS:-

GANDE, PRICE & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Tel. No. 151.

4, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS.

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao—daily at 8.30 a.m. and 2 p.m. (Mondays at 7 a.m.)
and 2 p.m. Sundays at 5 p.m. only.

Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. Two, Doo & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK AND/OR BOSTON

(Via Suez or Panama Canal at Owner's option)

S.S. "MUNSTER CASTLE".....Sailing on 15th November, 1920.

LLOYD TRIESTINO

FOR SHANGHAI.

S.S. "PERIA"

About 15th November.

FOR BRINDISI, VENICE, TRIESTE, ETC.,

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LANT, BLACK SEA & DANUBE PORTS

Via SINGAPORE, PENANG, AND COLOMBO.

S.S. "AFRICA"

Sailing on the 15th November.

S.S. "PERIA"

About 15th November.

Passengers' Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Service between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "HOKUTO MARU".....Sailing on the 9th November.

OCEAN TRANSPORT Co., Ltd.

(TAITO KAIUN KAISHA)

Steamship Services, Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with
transshipment at CAIRO, in conjunction with the INDIA-CHINA STEAM
NAVIGATION CO., LTD. AND APCAL LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,

viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1116. 25, Wing Woe Street, Central.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-

BURG—Monthly direct service via Singapore and Port Said.

ANDES MARU.....Monday, 8th November.

BUENOS AIRES.....Rio de Janeiro, Santos, Montevideo, Lubeck and

Cape Town via Singapore.....Thursday, 8th December.

TACOMA MARU (Taking Passengers).....Thursday, 8th December.

BOMBAY & COLOMBO—Regular fortnightly service via Suez.

RAMO MARU (Taking Passengers).....Saturday, 20th October.

SIAM MARU.....Thursday, 18th November.

TACOMA MARU (Taking Passengers).....Thursday, 8th December.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.....Monday, 1st November.

SHISEN MARU.....Monday, 1st November.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching

at immediate ports in Japan and taking cargo to

OVERLAND PORTS U.S. in connection with Chicago

Milwaukee and St. Paul Railway.

HAWAII MARU.....Wednesday, 10th November.

AFRICA MARU.....Friday, 25th November.

NEW YORK—Regular monthly service via Japan ports, San Francisco

and Panama and Cuban Ports.

HAGUE MARU.....Saturday, 18th November.

NEW ORLEANS LINE.

SUMATRA MARU.....Beginning December.

JAPAN PORTS—Omit Yokohama—Call Shanghai.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

KAIJO MARU.....Monday, 1st November.

TAKAO via SWATOW and AMOY.

SOBHU MARU.....Saturday, 20th October.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 76 and 745. No. 1, Queen's Building.

CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING".....Sailing Nov. 14th.

"VICTORIA".....Sailing Dec. 5th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents—

Telephone No. 2377. 115, Consulate Road, Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

WEIHAIWEI, CHEFOO, & TIENSIN.....KETCHOW.....Oct. 29, at 4 p.m.

SHANGHAI AND TIENTSIN.....TAY.....Oct. 30, at 4 p.m.

SWATOW & BANGKOK.....CHITAN.....Nov. 2, at 10 a.m.

AMOY, SHANGHAI AND FUKOW.....SEATUNG.....Nov. 2, at 4 p.m.

SHANGHAI.....SUNING.....Nov. 4, at Noon.

WEIHAIWEI, CHEFOO & TIENSIN.....KETCHOW.....Nov. 4, at 4 p.m.

MANILA, CEBU & ILOILO.....TAKING.....Nov. 5, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Ketchow

Saloon accommodation suitable. Electric Light and Fan in Saloon and

State-rooms. Regular schedule service between Canton, Hongkong, Shanghai

(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"ELDRIDGE".....About Oct. 31st.

"CITY OF SPOKANE".....Due About Nov. 25th.

For PORTLAND.

(Calling at Kobe and Yokohama)

"ABERDEEN".....About Oct. 31st.

For NEW YORK.

"WIDENA".....About Nov. 5th.

"CITY OF JOLIET".....About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.

Via Panama

S.S. "CITY OF JOLIET".....About 15th Nov.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. AGENTS. 5TH FLOOR. HOTEL MANSIONS.

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe.

SERVICE to LONDON, ANTWERP
& ROTTERDAM.

S.S. "WEST HARGRAVE" about 7th Nov., 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. AGENTS. 5TH FLOOR. HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE"

"Operating the following U. S. Shipping Board steamers.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUK EDWARDS.....ABOUT.....SAILING.....ABOUT

S.S. "VINTA".....Nov. 4.....S.S. "VINTA".....Nov. 7.

S.S. "WEST HIKA".....Nov. 30.....S.S. "WEST HIKA".....Dec. 2.

Through Bills of Lading to all U.S. and Canadian Overland Points.

no Transshipment en Route.

Shipside connection with the California, Santa Fe and Southern Pacific Railroads.

Head Office—LOS ANGELES, CALIF.

Branch Offices—Kobe, Shanghai, Manila, Singapore.

Hongkong Office—Fringe Building, Chater Road.

Telephone No. 1003. General Agent for South China.

CHAS. R. RICHARDSON.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS

Empress of Japan.....Nov. 9.....Nov. 20

Empress of Asia.....Nov. 18.....Nov. 29

Empress of Russia.....Dec. 16.....Jan. 3

Monteagle.....Dec. 31.....Jan. 21

Empress of Asia.....Jan. 13.....Jan. 31

Empress of Japan.....Jan. 19.....Feb. 9

Empress of Russia.....Feb. 10.....Feb. 28

Empress of Japan.....Mar. 15.....Apr. 5

Empress of Asia.....Mar. 31.....Apr. 18

Monteagle.....Apr. 7.....May 1

Empress of Russia.....Apr. 28.....May 18

Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing, before they depart from the

Orient. Traffic conditions on the Atlantic are so congested

that the Pacific route is the only one to be arranged by cable

or letter for all passengers to Europe, whether or not crossing

the Pacific via C.P.O.S. steamers. Frequent sailings Montreal

to Liverpool, London and Glasgow. Passage orders issued here

will cover all such reservations.

For fares and other information please apply to

HONGKONG OFFICE.

Telephone 722. Cable Address: "CANTAPAC."

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS

"NANKING" (16,000 tons) "NILE" (11,000 tons) "CHINA" (10,500 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING".....November 1920. "NILE".....November 6th 1920. "CHINA".....December 4th 1920.

at Noon. AN UNSURPASSED HIGH CLASS

PASSENGER SERVICE.

C. T. SURRIDGE, Acting Freight and Passenger Agent. 1934.

Primary Buildings, Lee Moon Street. Tel. Freight Dept. & Agent. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in State-rooms
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

(Calling at Amoy for Passengers only.)

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.
HAILONG.....Capt. J. S. Thomson.....FRIDAY, 29th Oct., at Noon.
HAIKONG.....Capt. A. H. Stewart.....TUESDAY, 2nd Nov., at Noon.
HAIKONG.....Capt. W. C. Passmore.....FRIDAY, 5th Nov., at Noon.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

"Montrose".....15th November.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMERS SAIL.

LONDON....."CITY OF NAPLES".....On 16th Nov.

Subject to change without notice.

THE BANK LINE, LTD.

Or to ERIS & Co., Canton. General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

"TYDEUS".....via Kobe.....7th Nov.

"BORNEO".....via Kobe.....10th Nov.

"LAOMEDON".....via Kobe.....13th Nov.

Passengers proceed via Suez Canal or Panama Canal at Owner's option.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NOVARA"	5,500	13th Nov.	MASSILLON LONDON & A'warp.
"DILWARA"	5,400	13th Nov.	Singapore, Colombo & Bombay.
"NELLORE"	5,533	14th Nov.	MASSILLON LONDON & A'warp.
"SOMALI"	6,712	16th Dec.	Do.
"DEVANHA"	8,100	17th Dec.	Do.
"SCILLIA"	5,702	31st Dec.	Do.
"PLASST"	7,346	21st Jan.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	16th Nov.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	30th Oct.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney, and Melbourne.
"KANOWNA"	7,000	3rd Nov.	Do.
"ST. ALBANS"	4,500	3rd Nov.	Do.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"JAPAN"	5,000	1st Nov.	Shanghai and Japan.
"DILWARA"	5,400	4th Nov.	Shanghai only.
"SOMALI"	6,700	4th Nov.	Shanghai and Japan.
"KANOWNA"	7,000	15th Nov.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Consignee and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, and books, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Vaux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYAMA MARU	Monday, 15th Nov., at 11 a.m.
TOYOHASHI MARU	Friday, 29th Nov., at 11 a.m.
FUSHIMI MARU (omit Manila)	Tuesday, 14th Dec., at 11 a.m.
KATORI MARU	Tuesday, 28th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

SADO MARU	Friday, 29th Oct., at 11 a.m.
KITANO MARU	Friday, 12th Nov., at 11 a.m.
INABA MARU	Friday, 26th Nov., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU Sailing from Singapore... Friday, 19th November.

LIMA MARU Sailing from Singapore... Monday, 13th December.

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU... Sailing from Singapore... End of November.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU... Monday, 15th Nov., at 11 a.m.

TANGO MARU... Wednesday, 22nd Dec., at 11 a.m.

NEW YORK via Suez.

TSUYAMA MARU... Saturday, 18th November.

SOUTH AMERICAN PORTS via Cape.

HAOKATE MARU... Sailing from Singapore Beginning of December.

BOMBAY & COLOMBO via Singapore.

JINSEI MARU... Thursday 23rd October.

CALCUTTA & RANGOON via Singapore & Penang.

SHINSEI MARU... Saturday, 6th November.

JAPAN PORTS Nagasaki, Kobe & Yokohama.

TANGO MARU... Saturday, 20th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMOMARU... Saturday, 30th October, at 11 a.m.

TAIAN MARU... Sunday, 7th November.

YEBOSHI MARU... Wednesday, 10th November.

IYO MARU... Monday, 15th Nov., at 11 a.m.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 292 & 293.

SHIPPING

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

FOR VICTORIA AND VANCOUVER, B.C.
VIA
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "MATTAWA"

Will be despatched from Hongkong on or about
the 29th October.

Through Bills of Lading issued to
Canadian and U. S. Overland points.

For space & further particulars, apply to—

P. A. COX,
Acting General Agent,
C. P. O. S. Ltd.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	Oct. 28th
SHUNTO MARU	22,000	Nov. 23rd
PERIA MARU	9,000	Dec. 2nd
KOREA MARU	9,000	Dec. 17th
SIBERIA MARU	20,000	Dec. 31st

Leaving call at Shanghai. *Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,
SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

TRENT by TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SEITO MARU	14,000	Nov. 9th
T. KURO MARU	13,500	Dec. 9th
KIYO MARU	17,500	Jan. 10th 1921

*Cargo only.
For full information regarding passage, freight and sailings,
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Agents at Canton
Messrs. T. E. GRIFFITH, LTD.

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On and after November 1st, 1920, until further notice we are
prepared to accept orders for **HOUSEHOLD COAL**
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Delivered to Peak District (above Bowen Road)...\$22.00 per ton.

.. Bowen Road and Lower Levels
and Kowloon...\$21.00 per ton.

TERMS—CASH WITH ORDER.

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HEAD OFFICE—TIENTSIN.

AGENTS **DODWELL & CO., LTD.**
HONGKONG

ALL ORDERS PROMPTLY EXECUTED

FULL STOCKS CARRIED

**MEDICAL SUPPLIES FOR
SHIPS' DISPENSARIES**
A SPECIALITY

MODERATE PRICES
Apply **COLONIAL DISPENSARY.**
14, Queen's Road.

HOO CHEONG WO & Co.

Shipchandlers, Metals and Hardware Merchants,
Sail Makers and General Store Keepers.

51 & 52, CONNAUGHT ROAD CENTRAL, HONGKONG.

Telephone No. 591. Code A. B. C. 5th.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
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of 300 tons long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
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Estimates furnished on application.

Hongkong, April 1, 1912.

NOTICES TO CONSIGNEES

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

S. S. "COLORADO SPRINGS,"
From SAN FRANCISCO.

THE Steamship

"COLORADO SPRINGS,"

having arrived from San Francisco via
ports, on October 24th, 1920, consignees
are hereby notified that their cargo is
being landed at their risk into the
Godowns and/or Extra-Hazardous
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.
Kowloon, and stored at Consignees'
risk.

Consignees of cargo must produce
an Import Permit signed by the
Superintendent of Imports and Exports,
Hongkong, before Bills of Lading will
be countersigned.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at 10 a.m. on
October 29th, 1920, by the Company's
Surveyors, Messrs. Carmichael & Clarke.
All claims must be presented within
ten days of the steamer's arrival here,
after which they cannot be recognized.

No claims will be recognized after the
goods have left the Godowns and cargo
undamaged on and after October 31st,
1920, will be subject to suit.
Consignees are requested to send in
their Bills of Lading for countersignature
immediately.

STRUTHERS & DIXON, INC.,
Agents.

1st floor, Powell's Building,
12, Des Vaux Road, Central,
Hongkong, October 25, 1920.

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

COAL, GENERAL IMPORTS and
EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, KOBI, MUTAHE,
KISHIDA, OSHINOTARI,
HONO, KAMAZUTA, KAYO, SHIN-
NEW, KANADA, BIRAI, KAMIYA,
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Dairen, Tsingtau, Tientsin, Hankow,
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The Osaka Marine &
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Supplies.

KWONG SANG & CO.,

Established in 1868.

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Godowns 738.

A. KWAI & CO.

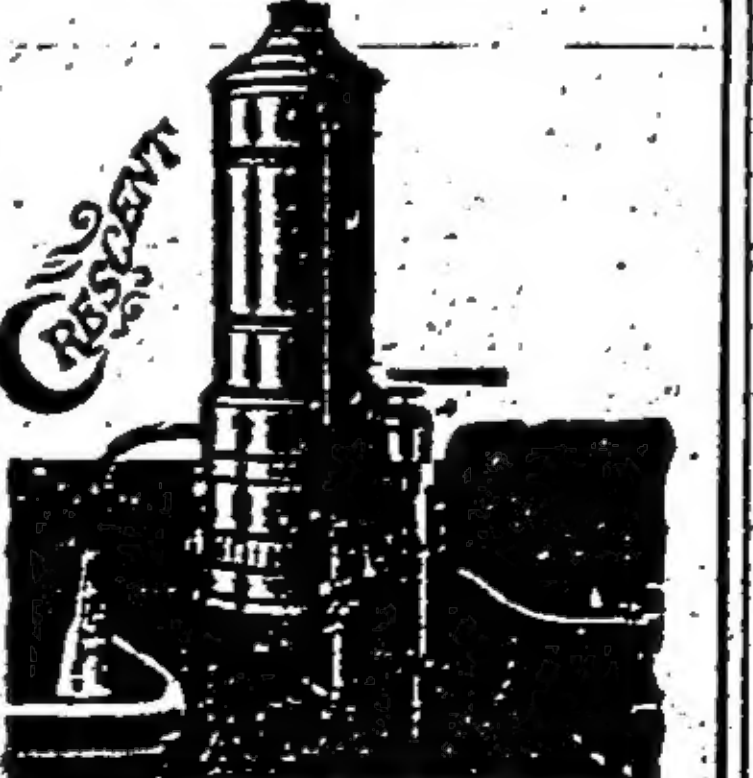
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U. S. MAIL LINE.
Operating the New First Class Steamers
"EQUADOR", "VENEZUELA",
"COLOMBIA",
HONGKONG TO SAN FRANCISCO.
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.
Sailing from HONGKONG at NOON.
"VENEZUELA" ... Wednesday, Nov. 3rd.
"EQUADOR" ... Wednesday, Dec. 1st.
"COLOMBIA" ... Wednesday, Dec. 29th.
SEA-CHART—HONGKONG—
CALCUTTA & RICE.
"JACOB" ... Monday, Nov. 1st.
U. S. SHIPPING BOARD VESSEL FOR SAN FRANCISCO.
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"WEST HENSHAW" 30th October.

FOR MANILA.

"WEST ISON" 14th November.

FOR SEATTLE.

"WEST ISON" 24th November.

Through Bills of Lading issued to all U. S. and Canadian
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To SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

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TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST IVAN" 2nd November 1920.

further sailings to be announced later.

Through B/Ls issued to all Overland Common Points
in U.S. and Canada.

For rates and further particulars apply to

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No. 73, Des Vaux Road Central.

Cable Add. "SANGKI." Tel. No. 3420.

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Men's Wear Specialists.

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Telephone 29.

THE BUDGET.

(Continued from Page 5.)

A diaphone fog signalling installation at Waglan is provided for under item 74. The Harbour Master who goes on leave next spring is proceeding to Canada in order to study this system which has been successfully employed on the Canadian coast.

Under item 75 \$17,000 is provided for a new school building at Cheung Chau.

NEW TERRITORY ROAD.

Item 77 refers to roads in the New Territories. \$15,000 is set apart for widening the Tai Po Road between the third and fifth milestones, and \$100,000 is provided for metalling and tar-paving the Laichikok-Castle Peak and Tai Po Roads. An additional \$15,000 is provided for improving the Coastal Road to Laichikok in order to enable it to carry the refuse tractors and trucks to which I have already referred.

Under items 78 and 84 \$100,000 is provided for training the main stream at Laichikok and providing a large basin for the water boats at its mouth. This work is rendered necessary by the extensive reclamation schemes which are in progress in this neighbourhood.

\$10,000 is provided under item 79 for sewerage work in connection with the Kowloon City Reclamation. \$30,000 is asked for under item 80 for continuing the reclamation at Shamshuipo. The Government is using every endeavour to induce the Chinese population to live in this neighbourhood and the rapid growth of Shamshuipo testifies to its success in this connection. It is hoped that eventually the provision of housing accommodation both here and at Kowloon City will relieve the great congestion now obtaining in the City of Victoria.

Under item 82 provision is made for a new pier at Cheung Chau.

Item 83 refers to the refuse dump near Laichikok, of which I have already spoken.

Item 88 sets aside a sum of \$30,000 for a Fanning waterworks scheme. The Government proposes to take over the system which now belongs to the Golf Club, and to supply water to the neighbourhood.

The total expenditure on Public Works Extraordinary amounts to a sum of \$4,967,400, an amount which is far in excess of any vote in former years. It will probably be necessary to strengthen the staff of the Public Works Department in order to enable it to carry out the programme; but I may mention that I am prepared, if necessary, to place work in the hands of private firms both to relieve the pressure on the Government staff and for the purpose of encouraging local enterprise. The development of the Homestead site has been entrusted to Messrs. Little, Adams, and Wood, and Messrs. Denison, Rm, and Gibbs are erecting a house for the Government at the eastern end of Findlay Road.

I have no hesitation in asking for this large sum of money. I consider it to be of the utmost importance that the Government should do all in its power not merely to keep pace with, but to anticipate the growth and expansion of this progressive Colony.

DEVELOPMENT SCHEMES.

I may take this opportunity to refer to schemes of development which are not touched on or are barely touched on in these estimates. There is in the first place the proposed motor omnibus service for Kowloon. Tenders will shortly be invited for a service which will maintain a fixed schedule at cheap rates along the main Kowloon roads, with a view to opening up outlying districts. It is not the intention of the Government to make money out of the scheme,

which may possibly be run at a loss, at least at the commencement. I do not propose that the service should be maintained by the Government as I consider that an enterprise of this nature is better left in private hands.

HOUSING.

I may refer in this connection to the housing problem. Under its policy of building loans the Government has advanced or has arranged to advance \$1,000,000, in exchange for which it has secured the erection of 11 houses and 29 flats in Hongkong, 67 houses and 63 flats in Kowloon, and one house at Fanling. It has under consideration schemes for the extension of the enterprise. Colony at Ho Mun Tin and for the development, possibly on Garden City lines, of a large area at Kowloon Tong. The chief obstacles have hitherto been inadequacy of communications, which will be largely remedied by the omnibus services, and the necessity for preparing in advance proper town-planning schemes which will ensure the best use being made of the ground. Progress is being made with this work as fast as possible but the many other calls upon the Public Works Department preclude the possibility of an early completion. It is the sincere hope of the Government that the Kai Tak Reclamation Scheme at Kowloon City will meet with the success which is anticipated by the Promoters. The Promoters have been somewhat handicapped by lack of the funds necessary to complete so ambitious a project, but a very large amount of good building land in one of the best situations in the Colony is now available, and when once a start is made development should proceed rapidly. The new omnibus and ferry services and the new roads to Kowloon City will no doubt prove of considerable assistance. On the island of Hongkong the road to Wanchai Gap has already led to several enquiries for building sites, and the enterprise of the Hongkong Hotel Company at Repulse Bay foreshadows the rapid development of that neighbourhood. The Government is in treaty with the Dairy Farm for the release of some of the land now under grass at Pokfulam, and applications have been received for permission to build upon a Farm Lot on the Pokfulam Road which has recently been resumed. Arrangements have been and are being made for the conversion of farm lots at Wongneichong, for the purpose of the erection of a large number of houses. The question of the resumption of Military Lands in Victoria is appreciably nearer solution.

I may say here that I have been at some pains to ascertain to what extent there is an actual shortage of housing accommodation for Europeans, but without any very definite result. That there is a shortage appears to be generally admitted but I have been struck by an advertisement which has for some time past been appearing in the Press to the effect that a number of European flats are available for occupation on Coronation Road. I understand that the flats are in every way suitable but that enquirers consider the distance from the Star Ferry Wharf to be too great; and are not apparently disposed to use the Yau-mati Ferry which is close by. Prospective tenants can hardly expect that in towns of constantly rising land values, such as Victoria and Kowloon, they can continue to rent dwellings at cheap rental within easy distance of their offices. The question is primarily an economic one which cannot be greatly affected by Government action. The Government can probably do little more than

endeavour to secure that existing possibilities are made the most of, and I may say in this connection that I have under consideration the question of taking steps to ensure that suitable land is not allowed to remain unoccupied.

SALARIES REVISION.

With regard to the Estimates generally, I have not attempted to deal in detail with the very large number of changes brought about by the salary revision schemes. The increase in salaries has ranged between 20 and 30% in the great majority of cases, and the total additional cost is in the neighbourhood of \$1,000,000. It has been the aim of the Government to abolish as far as possible all allowances and special payments and to make an officer's salary cover the whole of the duties which he may be called upon to perform. In addition to increases of salary important concessions have been granted as regards passages, housing, leave and acting pay, and exchange. Exchange is the principal difficulty with which the Government has to contend in fixing an adequate rate of remuneration, and that difficulty has been accentuated by the violent fluctuations in the dollar during recent years. If the level of the whole situation would doubtless have again to be reviewed, but in the meantime equips has been to a certain extent established by the introduction of a sliding scale, whereunder the dollar ranges between \$4. 8d. and \$5. 6d. sterling salaries are converted at rates ranging between \$10 and \$12 to the pound sterling.

FINANCIAL POSITION SATISFACTORY.

In conclusion I may say that I regard the Colony's present financial position as satisfactory, and I consider that the prospects for the future are bright. The difference of about two million dollars between the estimated revenue and the estimated expenditure need cause no anxiety. It is fully accounted for by the large programme of public works many of which are proper charges on the accrued balances of the past which, as I said last year, I consider cannot be utilised to better purpose than in furthering the development of the Colony. In the future expenditure will no doubt continue to grow, and we have fore-shadowed large schemes of development, such as that in connection with the harbour, which will cost large sums of money; but the past history of Hongkong gives good ground for confidence that this wealthy community will find little difficulty in shouldering its future burdens. As I have already said I feel that it is necessary to take steps to raise from other sources some part of the revenue which we are losing owing to diminished opium receipts. But I do not consider that the circumstances are such as to necessitate any far-reaching schemes of new taxation at the present time. Slight readjustments which this lightly taxed community can easily bear will, I believe, provide all that we require for the moment.

It is unfortunately the case that China is still crippled by internal dissension, and the acute situation which has recently arisen close to our borders is reflected in the stagnation of trade which is depressing the Colony's markets. I may express the hope that a satisfactory settlement will speedily be reached and that our neighbours in Canton will then enter upon the era of prosperity which is bound to come as soon as the country is at peace.

THE K.R.A.

Before I sit down, I should like to take this opportunity of expressing my appreciation of the assistance which the Kowloon Residents' Association has afforded me in connection with various matters affecting the interests of that district of the Colony. When I first arrived in Hongkong I said that I had been accustomed in my former Colony to ask for and to receive the assistance of all sections of the community in matters of public interest and that I hoped to follow the same practice here. The Kowloon Residents' Association have taken me at my word and we have consulted each other on a number of occasions with results which have, I hope, been satisfactory to both parties. (Applause.)

FORESTRY PROTECTION.

The Attorney General moved the first reading of a Bill intituled An Ordinance to provide for the protection of trees, shrubs and other plants. The Colonial Secretary seconded and the Bill was read.

The objects and reasons state:—Considerable damage has been done in recent years to sazeles by the picking of the flowering branches for the purpose of table and house decoration, and strong action is necessary if this shrub, which used to be such a striking feature of the hillsides in the flowering season, is to be saved from practical extermination except

in private gardens. It may not be generally known that once the flowering branches are cut the plant does not produce a further full supply of flowers for at least five years. The plant therefore does not lend itself to the supply of flowers for decoration purposes.

Some of the existing sazeles are wild, and others, were planted by the Botanical and Forestry Department. It is desired to protect both classes.

The Bill is primarily intended to provide powers for the protection of sazeles, but it is made general in form as it may be desirable from time to time to protect other plants also.

PROTECTION OF WOMEN AND GIRLS.

The Attorney General moved the first reading of a Bill intituled An Ordinance to amend the Protection of Women and Girls Ordinance 1897. The Colonial Secretary seconded and the Bill was read. With the advice and consent of the Legislative Council thereof as follows:—

The Objects and Reasons state:—

The evils connected with the traffic in girls are so great that fuller powers are desirable for dealing with it. The existing section is insufficient because in cases falling under paragraph (b) of sub-section 1 of section 18 of the Protection of Women and Girls Ordinance it is necessary to prove that the girl left or was taken out of the possession of her father or mother or of some other definite person having the lawful care or charge of her. The impossibility of tracing the relatives, and the stupidity or connivance of the girl, sometimes make this proof unobtainable. In the circumstances it does not seem unreasonable to put the onus on any one found in charge of a girl of showing that he obtained charge of her lawfully. The onus is also thrown on the defence of proving that the girl was of full age, or was married, in all cases in which the girl appears to the magistrate to be under 21. In order to prevent prosecution being instituted out of spite or on insufficient grounds the new section requires the consent of the Secretary for Chinese Affairs to all prosecutions under this section.

RESTRAINING INTIMIDATION.

The Attorney General moved the first reading of a Bill intituled an Ordinance to restrain certain acts of intimidation.

The Colonial Secretary seconded and the Bill was read.

The objects and reasons state:—Cases frequently occur in which threats of violence are used by societies and individuals in order to force the person threatened to do some act which he is not legally bound to do or to abstain from doing some act which he is legally entitled to do. These threats are sometimes carried out, even to the extent of murder. Sometimes the threat is intended to induce a person to do an illegal act, e.g., to join the Triad Society. In other cases it is made in order to build up or retain some exclusive guild privilege which is arbitrarily claimed. The law is not strong enough at present to deal with such threats.

The main clause of the bill, clause 2, is based on section 503 of the Indian Penal Code.

Clause 3 is intended to cover such cases as that of threats which are made to "third parties," and that of written threats posted up on walls.

THE ADJOURNMENT.

On the question of the adjournment the Governor suggested Nov. 18 to enable Mr. Holyoak and Mr. Johnston to be present.

The Council agreed to this, and the Council will meet on that day at 2.30 p.m.

FINANCE.

The following votes recommended by the Governor came before the Finance Committee and were approved:—

\$5,000 in aid of the vote Crown Solicitor's Office, Other Charges, Extra Legal Expenses.

\$51,000 in aid of the vote Public Works, Extraordinary, (16) Roads: (e) Branch road from the Wong Nei Chong Valley to Wanchai Gap.

\$2,000 in aid of the vote Sanitary Department, Other Charges, Night-soil Receptacles.

\$1,000 in aid of the vote Police and Prison Departments, B.—Fire Brigade, Other Charges, Clothing.

\$50,000 in aid of the vote Education, A.—Department of Director of Education, Special Expenditure, Grants: Building Grant for Holy Trinity College, Canton.

\$11,000 in aid of the following votes:—

Police and Prison Departments, A.—Police, Other Charges:—

Passages and Buses in lieu of passages \$ 8,000.00

Incidental Expenses 3,000.00

Total \$11,000.00

\$5,000 in aid of the following votes:—

Police and Prison Departments, B.—Fire Brigade, Other Charges:—
Coal, Oil, and Fuel \$ 5,000.00
Incidental Expenses 300.00
Electric Light and Fans 500.00

Total \$ 5,800.00

\$292 in aid of the vote Police and Prison Departments, B.—Fire Brigade, Other Charges, Heavy Furniture.

\$400 in aid of the vote Police and Prison Departments, A.—Police, Special Expenditure, Motor Cycle.

\$15,000 in aid of the vote Public Works, Extraordinary, Hongkong, Communications, Roads: 16 (i) Pokfulam Road Improvements.

\$2,738 on account of Crown Solicitor's Office, Special Expenditure, Professional charges in connection with an appeal to the Privy Council.

\$171,844 in aid of the vote Kowloon-Canton Railway, Special Expenditure, Motor Coaches.

The Colonial Secretary: It is considered desirable to have two motor coaches to run on the railway to meet the demands for more frequent local trains in the evening. It does not pay to run a full train with an engine and it is considered that these will prove economical.

\$30,000 in aid of the vote Kowloon-Canton Railway, Special Expenditure, Reinforced Concrete Wharf at Kowloon Terminal.

\$4,500 in aid of the vote Kowloon-Canton Railway, Special Expenditure, Typhoon and Rainstorm Damages.

Public Works Extraordinary Kowloon:—

Buildings, (51) Latrine adjoining Market Street, \$3,000.00
Communications (52) Roads, (d) General Works, 29,450.00
Drainage, (53) (b) General Works, 2,750.00
Drainage, (54) Miscellaneous Drainage Works, 3,500.00

New Territories, Drainage, (70) Miscellaneous Drainage Works, (b) General Works, 7,400.00

New Territories, Communications, Roads, 1,400.00

Improvement of Road from Cheung Chau Village to the Pak Tai Temple, ... 15,000.00

Tai Po Road, Widening and improving road between 3rd and 5th miles Road from Sheung Shui Station to Cross Roads, ... 1,800.00

Approach Road, 10-feet wide, to Sheung Shui Police Station, 400.00

Road from Tai Po Road to Tai Po Market Street, 5,000.00

Total \$ 69,700.00

Public Works Recurrent:—

Kowloon, Lighting, (29) Gas Lighting, \$ 300.00

Kowloon, Lighting, (30) Electric Lighting, 300.00

New Territories, Buildings, (38) Improvements to Buildings, 650.00

Total \$ 1,250.00

\$854 in aid of the vote Police and Prison Departments, A.—Police, Special Expenditure, Arms.

\$7,000 in aid of the vote Sanitary Department, Other Charges, Launches, Steam, Barges and Lighters, Repairs.

\$210 in aid of the vote Public Works, Extraordinary, Hongkong, Miscellaneous, (25) Kennedy Town Hospital, Installing Electric Light.

\$750 in aid of the vote Public Works, Establishment, Other Charges, Furniture.

(Continued on Page 10.)

DAIRY FARM NEWS.

CHEESE

New shipments just received:—

GOUDA CHEESE	80 cents per lb.
EDAM CHEESE	" " "
AMERICAN CREAM CHEESE	" " "
GRUYERE CHEESE	" " "
Our own make:—	
PIONIC CHEESE	80 " " jar.
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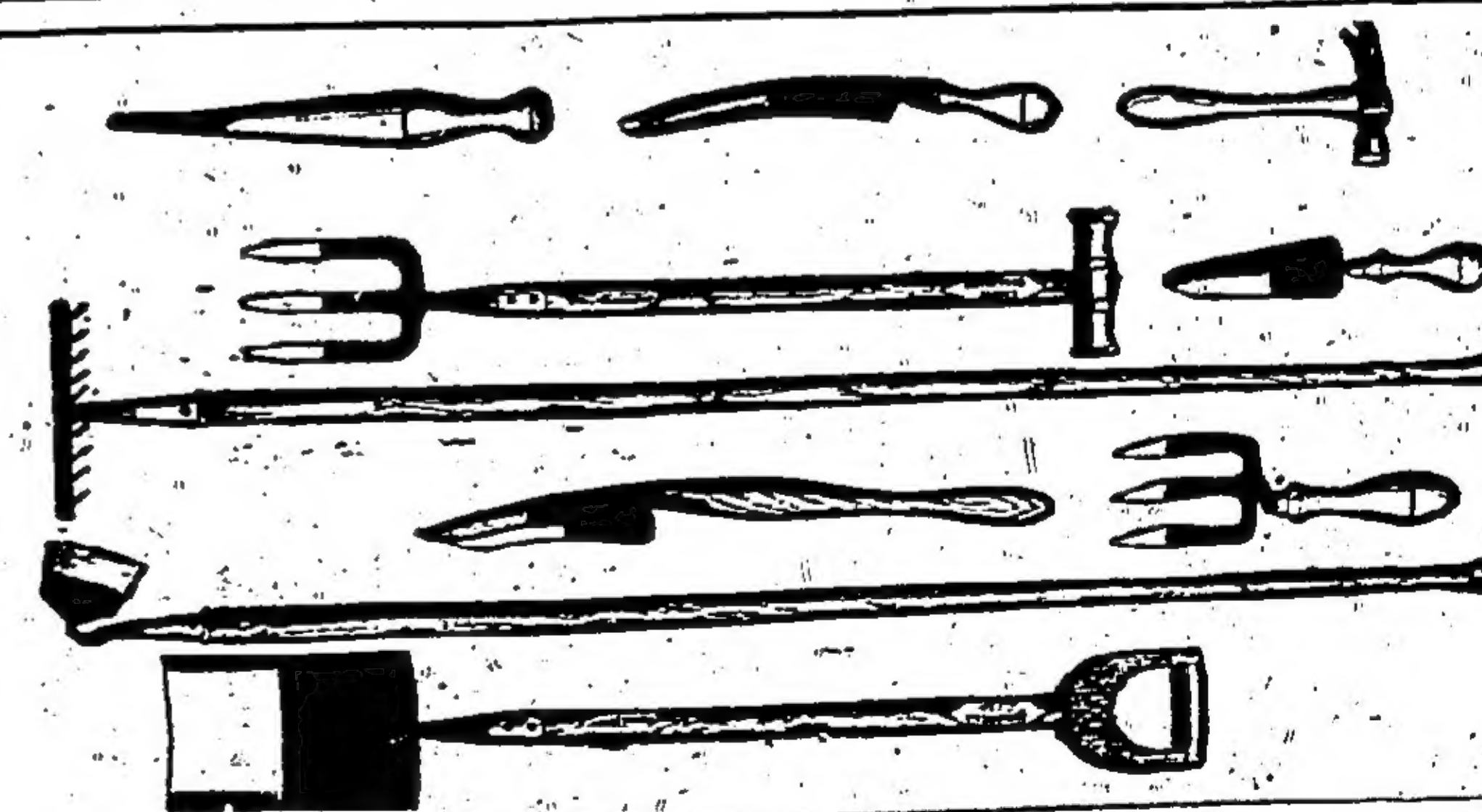
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Portable Vaults

Equipped with both Key &

Combination mechanism.

Medium weight with

sectional interior fittings.

SOLE AGENTS IN
CHINA, HONGKONG
AND MACAO.

THE BUDGET.

(Continued from Page 8.)

\$4200 in aid of the vote Public Works, Extraordinary, New Territories, Miscellaneous, (78) Miscellaneous Works.

\$1000 in aid of the vote Harbour Department, H.—Peak Signal Station, Other Charges, Incidental Expenses.

\$1150 in aid of the vote Public Works, Establishment, Other Charges, Incidental Expenses.

\$1813 in aid of the following votes—

Royal Observatory—
Other Charges, Laboratory Expenses—479.67
Special Expenditure, Instruments for Aerological work—1,333.33

Total—1,813.00

\$12,000 in aid of the vote Medical Department, Other Charges, Civil Hospital, Provisions for Patients.

\$3,900 in aid of the vote Public Works, Recurrent, Kowloon, Miscellaneous, (24) Typhoon and Rainstorm Damages.

\$11,500 in aid of the vote Public Works, Extraordinary, Hongkong, Communications, (16) Roads: (d) Road contouring hillside in Wong-nong-chong and Tai Hang Valleys.

\$1,500 in aid of the following votes—
Botanical and Forestry Department, Other Charges—
Forestry, New Territories, \$1,000.00
Brushwood Clearing—500.00

Total—1,500.00

\$800 in aid of the vote Public Works, Extraordinary, Hongkong, Miscellaneous, (36) Boundary Stones.

\$1,010 in aid of the vote Public Works, Extraordinary, Hongkong, Communications, (16) Roads: (c) Taitam Gap to Shaukiwan, Improving existing road.

\$35,700 in aid of the following votes—

Police and Prison Departments—
A—Police, Other Charges—
Clothing and Accommodations—15,000.00
Coal for Barracks—7,500.00
Passages and Bounties, Furniture Repairs and Renewals—8,000.00
Interpretation Fees—1,000.00
Launches and Boat Repairs—2,000.00
B—Fire Brigade, Other Charges—
Clothing—1,000.00
Repairs to Engines and Plants—2,000.00

Total—\$36,700.00

\$52,500 in aid of the following votes—

Kowloon-Canton Railway—
Locomotive, Carriage and Wagon Expenses, Other Charges—
Coal—\$50,000.00
Fasting Branch Line, Other Charges—2,500.00

Total—\$52,500.00

\$100 in aid of the vote Kowloon-Canton Railway, Maintenance of Way, Works and Stations, Other Charges, Repairs of Station Buildings.

\$2,500 in aid of the vote Kowloon-Canton Railway, Special Expenditure, Ramapo Switch Stand.

\$1,500 in aid of the vote Sanitary Department, Other Charges, Rat Poison, Rat Traps, &c.

\$3,500 in aid of the vote Kowloon-Canton Railway, Special Expenditure, Expenses in connection with training Motor Car Drivers.

\$500 in aid of the vote Imports and Exports Department, Other Charges, Secret Service.

\$16,750 in aid of the vote Public Works, Extraordinary, Hongkong, Drainage, (18) Training Nullahs; (c) General Works.

\$850 in aid of the vote Kowloon-Canton Railway, Traffic Expenses, Other Charges, Stores.

\$740 in aid of the following votes—
Colonial Secretary's Department, Other Charges—
Electric Fans and Light—120.00
Incidental Expenses—120.00
Medical Attendance on, and Medicines for Unpaid Patients at Canton—500.00

Total—\$740.00

\$900 in aid of the vote Kowloon-Canton Railway, Traffic Expenses, Other Charges, Clothing.

\$11,500 in aid of the following votes—

Prison Department, Other Charges—
Clothing and Shoes for Staff—2,300.00
Fuel—5,000.00
Light—3,200.00
Materials for Remunerative Industries—1,000.00

Total—\$11,500.00

\$100,000 in aid of the vote Charitable Services, Famine Relief Fund in North China.

Mr. Pollock said he understood there was distress in South China as well.

The Colonial Secretary said that they had received no details of it. Perhaps when the situation cleared they would have something.

\$2,400 in aid of the vote Harbour Master's Department, A—Harbour

Office, Other Charges, Raising and Renewing Moorings of Ocean Steamships.

\$1,000,000 on account of Miscellaneous Services, Grant in aid of other Institutions, University of Hongkong.

Mr. Pollock: This sum will be invested and the income only expended.

The Colonial Secretary said that nearly \$600,000 was required to pay off the overdraft at the bank, \$70,000 to pay back the Lok Yee loan, \$500,000 was required to meet the deficit on the year's working. The balance would be put into a fund and would be carefully watched.

Mr. Pollock: The balance will be only a small one.

The Colonial Secretary said the endowment fund would have to be built up gradually.

\$1,600 in aid of the vote Public Works, Extraordinary, Water Works, (44) Miscellaneous Water Works.

\$8,500 in aid of the vote Kowloon-Canton Railway, Special Expenditure Turret Clock.

This clock will arrive on the course of a few days.

\$10,500 in aid of the vote Public Works, Extraordinary, Hongkong, Miscellaneous, Furniture for Officers' Quarters.

\$3,300 in aid of the following votes—
A—Police, Other Charges—
Small Stores—\$800.00
Transport—3,800.00

Total—\$3,800.00

NOTICES.

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POST OFFICE NOTICES.

XMAS PARCEL MAIL FOR THE UNITED KINGDOM.

The Xmas Parcel Mail for the United Kingdom will be closed in the G.P.O. at 5 p.m. on the 30th inst. and is due to reach London on the 15th December.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the times given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From Per
THURSDAY, OCTOBER 28.
Japan—Sedō Maru
Japan and Shanghai—Sedō Maru
FRIDAY, OCTOBER 29.
Shanghai—Shantung
EUROPE (via Negapatam)—Kamo Maru
SATURDAY, OCTOBER 30.
Straits—Japan
MONDAY, NOVEMBER 1.
Straits—Yokohama

OUTWARD MAILS.

For Per Times
THURSDAY, OCTOBER 28.
Straits—Bangkok, Ceylon, Mauritius, South Africa, L. Marques, India via Dhanushkodi, Egypt & EUROPE via Suez & P. S. 5 p.m.
Wellington, Cheloo and Tientsin—Pembroke 5 p.m.
Port Bayard—Chenoon 5 p.m.

FRIDAY, OCTOBER 29.
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marques, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES. Registration 4.45 a.m. Letters 9.30 a.m.
Swatow, Amoy, Shanghai and North China—Tientsin 11 a.m.
Swatow, Amoy and Foochow—Hailong 11 a.m.
Philippine Islands—Loongang 2 p.m.

SATURDAY, OCTOBER 30.
Swatow, Amoy, and Takao—Sedō Maru 9 a.m.
Shanghai, North China and Japan via Kobe—Kamo Maru 10 a.m.
Shanghai and North China—Tea 3 p.m.

SUNDAY, OCTOBER 31.
Straits and Bangkok—Fooking 9 a.m.
Shanghai North China Japan via Yokohama, Honolulu, Canada U.S.A.—Central and South America—EUROPE via SAN FRANCISCO. Registration 9 a.m. Letters 9 a.m.
The Parcel Mail will be closed on Saturday, 30th Oct. at 5 p.m.

Saigon, Hongkong, Ceylon and North China via LIVERPOOL. Registration 8 a.m. Letters 9 a.m.
MONDAY, NOVEMBER 1.
Saigon—Shisen Maru 8 a.m.
Swatow, Amoy and Keelung—Kamo Maru 11 a.m.

TUESDAY, NOVEMBER 2.
Swatow and Bangkok—Chuen 9 a.m.
Japan via Kobe, Vancouver SEATTLE—West Ivan 11 a.m.
Swatow, Amoy and Foochow—Shantung 3 p.m.
Shanghai and North China—Shantung 3 p.m.

WEDNESDAY, NOVEMBER 3.
Shanghai and North China—Hoping 6 p.m.
THURSDAY, NOVEMBER 4.
Shanghai and North China—Surging 11 p.m.
Japan via Kobe—Hailong 2 p.m.
Wellington, Cheloo and Tientsin—Pembroke 5 p.m.

FRIDAY, NOVEMBER 5.
Swatow, Amoy and Foochow—Hailong 11 a.m.
Straits, Bangkok, Ceylon and ADEEN—Tea 3 p.m.
TUESDAY, NOVEMBER 9.
Philippine Islands—Taming 2 p.m.

*Correspondence bearing vessel's name only.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.
Oct. 30.—R. F. Telamon.
Nov. 1.—L. V. D. & Co. Africa.
14.—P. & O. Dilevia.
14.—R. F. Antiochus.
15.—R. F. Atreus.
21.—R. F. Elpenor.
21.—R. F. Tydeus.
27.—R. F. Pelus.
27.—R. F. Telemachus.
Dec. 6.—R. F. Orestes.
10.—P. & O. Dilevia.
13.—R. F. Agapenor.
19.—R. F. Demodocus.
19.—R. F. Boreas.
27.—R. F. Alcione.
30.—R. F. Hector.
Jan. 5.—R. F. Rhesus.
5.—R. F. Laomedon.

FROM JAPAN.
Oct. 28.—R. I. A. Torilla.
30.—P. & O. Alipore.
30.—R. F. Japan.
Nov. 6.—N. Y. K. Toyama Maru.
12.—P. & O. Novara.
14.—R. I. A. Takeda.
20.—R. I. A. Japan.
20.—P. & O. Alipore.
28.—R. F. Kanawda.
Dec. 1.—E. & A. Kanawda.
5.—R. I. A. Theset.
7.—R. F. Somali.
9.—P. & O. Memnon.
13.—R. F. Dilevia.
14.—R. I. A. Dilevia.
16.—P. & O. Dilevia.
20.—R. F. Pyrrhus.
20.—E. & A. St. Albans.
30.—P. & O. Sicilia.
Jan. 7.—R. F. Machon.
17.—R. F. Cania.
21.—P. & O. Flasy.
Feb. 3.—P. & O. Delta.
18.—P. & O. Etilva.

FROM MANILA.
Nov. 16.—R. F. Ixion.
Dec. 4.—R. F. Talthybius.
24.—R. F. Tyndareus.
Jan. 18.—R. F. Teucer.
Feb. 7.—R. F. Ixion.

FROM JAVA.
Nov. 1.—J. C. I. L. Tjikembang.
2.—J. C. I. L. Tjikembang.
10.—J. C. I. L. Fajiang.

FROM BOMBAY.
Nov. 2.—P. & O. Dilevia.
29.—P. & O. Dilevia.

FROM CALCUTTA.
Oct. 30.—R. I. A. Japan.
Nov. 15.—R. I. A. Tania.

FROM MELBOURNE AND SYDNEY.
Nov. 10.—E. & A. Kanawda.
Dec. 4.—E. & A. St. Albans.

FROM VANCOUVER.
Nov. 4.—C. P. Q. S. Empress of Japan.

FROM SAN FRANCISCO.
Oct. 29.—T. K. K. Seijo Maru.

FROM SEATTLE.
Nov. 23.—R. F. Talthybius.
Dec. 13.—R. F. Tyndareus.
Jan. 5.—R. F. Teucer.
28.—R. F. Ixion.
Feb. 18.—R. F. Talthybius.
Mar. 10.—R. F. Tyndareus.

FROM LOS ANGELES.
Nov. 4.—L. A. P. N. Vinita.
30.—L. A. P. N. West Hika.

FROM LONDON.
Oct. 28.—N. Y. K. Kamo Maru.
Nov. 3.—P. & O. Somali.
12.—G. L. K. Glacopole.
14.—N. Y. K. Iyo Maru.
15.—P. & O. Sana.
16.—P. & O. Devanah.
28.—N. Y. K. Atsuta Maru.
28.—G. L. K. Glenahane.
Dec. 4.—P. & O. Sicilia.
22.—P. & O. Flasy.
Jan. 2.—P. & O. Labore.
6.—P. & O. Delta.
11.—P. & O. Etilva.

FROM LIVERPOOL.
Oct. 30.—R. F. Atreus.
Nov. 9.—R. F. Agapenor.
17.—N. Y. K. Awa Maru.
30.—R. F. Sana.
31.—R. F. Pyrrhus.
31.—R. F. Demodocus.
Dec. 2.—R. F. Knight Templar.
15.—R. F. Alcione.
28.—R. F. Rhesus.
Jan. 1.—R. F. Proteus.
6.—R. F. Anchises.

FROM HAMBURG.
Nov. 6.—N. Y. K. Tsuruga Maru.

The C.P.Q.S. R.M.S. "Empress of Japan," arrived at Yokohama on Oct. 27, (6 a.m.) left there on Oct. 27 (3 p.m.) and is due at Hongkong on Nov. 4 (7 a.m.).

PASSENGERS.

ARRIVALS.

Per s.s. "Yonah," yesterday—
Miss M. Alkire, Master J. W. Andrews, Mr. G. R. Arbuth, Mr. J. A. Armit, Mr. A. Berwin, Mrs. R. B. Blumendahl, Mr. D. Bassarrel, Mrs. M. E. Buddy, Mrs. E. Belourey, Lieut. Comdr. John Buckley, Mr. F. B. Carroll, Mr. Chas. W. Carson, Mr. A. F. Dismitt, Mr. W. Eastman, Mr. and Mrs. J. E. Fergie, Mr. J. G. Falken-worth, Lieut. J. D. Foley, Mr. A. Fitzpatrick, Mr. G. A. Olm, Mrs. M. C. Gibson, Mr. and Mrs. L. B. Howey, Mr. and

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TO-NIGHT (THURSDAY), Oct. 28, at 9.30 p.m.

SATURDAY, Oct. 30 & WEDNESDAY, Nov. 3rd.

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